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THE UNITED STATES  
AND  
OTHER COUNTRIES

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## TABLE OF CONTENTS

	Page
Publications Available on International Travel .....	2
Classification Definitions used in this Report .....	4

### Part 1

Non-resident Vehicles Entering Canada .....	5
Table 1. Summary by Province of Non-Resident Vehicles Entering Canada .....	6
Non-immigrants Entering Canada by Plane, Through Bus, Rail and Boat .....	7
Table 2. Summary by Province of Non-immigrants Entering Canada .....	8

### Part 2

Canadian Vehicles Returning to Canada .....	9
Table 3. Summary by Province of Canadian Vehicles Returning to Canada .....	10
Residents of Canada Returning by Plane, Through Bus, Rail and Boat .....	11
Table 4. Summary by Province of Residents Re-entering Canada .....	12

### Part 3

Table 5. Highway Traffic at Canadian Border Ports .....	13
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### Part 4

Table 6. Non-immigrant Visitors Entering Canada from Overseas Countries .....	18
Residents of Canada Returning Direct from Overseas Countries .....	19

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## CLASSIFICATIONS USED IN THIS REPORT

"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" and entered under the appropriate heading.

Permits covering vehicles with one or more nights stay in Canada (including the first trip of standing (L) permits) are recorded in the first column in Part 3 of this report. Permits covering vehicles entering and leaving Canada on the same day are recorded in the second column. Repeat trips of vehicles using standing (L) permits are recorded in the third column captioned "Repeats and taxis". Taxis are not included in columns 1 or 2.

### 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.





Part 1

Non-resident Vehicles Entering Canada

Classification	1965	1966	Change in 1966	Per cent change in 1966
January				
One or more nights in Canada .....	104,900	125,100	+ 20,200	+ 19.3
Entering and leaving same day .....	190,100	217,600	+ 27,500	+ 14.5
Repeats and taxis .....	109,200	113,200	+ 4,000	+ 3.7
Commercial vehicles .....	38,000	42,000	+ 4,000	+ 10.5
Totals .....	442,200	497,900	+ 55,700	+ 12.6
One or more nights in Canada .....				
Entering and leaving same day .....				
Repeats and taxis .....				
Commercial vehicles .....				
Totals .....				

Non-Resident Vehicles Entering Canada

Entries of non-resident vehicles from the United States in January 1966 totalled 497,900, a gain of 12.6 per cent or 55,700 over the number that entered in January 1965. Vehicles staying one or more nights in Canada recorded the highest percentage increase with a substantial gain of 19.3 per cent or 20,200 vehicles for a total of 125,100. Increases were also shown in the other three categories, with vehicles entering and leaving the same day advancing by 14.5 per cent or 27,500 for a total of 217,600 and taxis and repeat vehicles numbering 113,200, a gain of 3.7 per cent or 4,000 vehicles. Compared with January 1965, the number of non-resident commercial vehicles also increased in 1966 with an advance of 10.5 per cent or 4,000 to bring the total to 42,000 vehicles.

On a provincial basis, only the four provinces of Newfoundland, Nova Scotia, Manitoba and Saskatchewan recorded decreases in the number of vehicle entries staying one or more nights. The other provinces showed gains in total long-term entries with that of Ontario being 21 per cent or 16,421 vehicles. Ontario also received the greatest proportion (74 per cent) of the long-term entries into Canada. The volume of short-term non-resident entries declined in Nova Scotia, Quebec, Manitoba and Saskatchewan but increased in New Brunswick, Ontario, Alberta, British Columbia and the Yukon. In this category, as well as that of long-term vehicles, Ontario had the largest number of entries with a total of 164,269 or 75 per cent of the Canada aggregate of 217,600.



Part 1 - Continued

TABLE 1. Summary by Provinces of Non-resident Vehicles Entering Canada

Province of entry	Length of stay in Canada				Repeats and taxis		Commercial vehicles	
	One or more nights in Canada		Entering and leaving same day					
	1965	1966	1965	1966	1965	1966	1965	1966
	January							
Newfoundland .....	62	30	-	-	-	-	-	-
Nova Scotia .....	50	17	2	-	-	-	68	53
New Brunswick .....	5,153	5,302	16,624	18,849	61,395	66,917	4,555	4,549
Quebec .....	10,569	10,859	18,442	18,378	11,229	10,173	9,519	8,255
Ontario .....	76,633	93,054	140,879	164,269	26,530	26,282	16,800	21,519
Manitoba .....	1,602	1,531	2,851	2,034	4,063	3,810	1,153	1,271
Saskatchewan .....	566	526	1,481	1,191	1,190	1,116	868	886
Alberta .....	612	667	295	318	1,128	1,391	638	889
British Columbia ...	9,219	12,607	9,499	12,507	3,625	3,527	4,066	4,334
Yukon Territory ....	473	512	27	54	38	27	292	242
Canada .....	104,939	125,105	190,100	217,600	109,198	113,243	37,959	41,998
Percentage change ..		+ 19.2		+ 14.5		+ 3.7		+ 10.6
Included above: Other vehicles Taxis .....	362	477	213	224	7,842	8,770		
Newfoundland .....								
Nova Scotia .....								
New Brunswick .....								
Quebec .....								
Ontario .....								
Manitoba .....								
Saskatchewan .....								
Alberta .....								
British Columbia ...								
Yukon Territory ....								
Canada .....								
Percentage change ..								
Included above: Other vehicles Taxis .....								



Part 1 - Continued

Non-immigrant Travellers Entering Canada from the United States  
by Plane, Through Bus, Rail and Boat

Type of transportation	1965	1966	Change in 1966	Per cent change in 1966
January				
Plane .....	34,000	38,800	+ 4,800	+ 14.1
Bus .....	17,600	21,800	+ 4,200	+ 23.9
Rail .....	14,000	13,500	- 500	- 3.6
Boat .....	100	100	-	-
Totals .....	65,700	74,200	+ 8,500	+ 12.9
Plane .....				
Bus .....				
Rail .....				
Boat .....				
Totals .....				

Non-immigrants Entering Canada by Plane, Through Bus, Rail, and Boat

A total of 74,200 non-immigrant travellers entered Canada by non-auto types of transportation from the United States in January 1966. Compared with the number of similar entries in January 1965, this figure represents an increase of 12.9 per cent or 8,500. Of the four categories, plane and bus entries both showed increases but entries by rail declined 3.6 per cent or 500 to a total of 13,500 and boat entries remained unchanged at 100 persons. The number of non-residents arriving by plane, on the other hand, increased 14.1 per cent or 4,800 for a total of 38,800 and bus entries numbered 21,800, a gain of 23.9 per cent or 4,200 persons.

Entries by plane increased in all provinces except Nova Scotia and Alberta where small decreases were recorded. No entries by bus were made through ports in Saskatchewan in January 1965 but the number entering New Brunswick, Quebec, Ontario, Manitoba, and British Columbia increased while the Alberta and Yukon Territory figures dropped slightly. Even though the number of non-resident rail travellers increased in New Brunswick, Ontario and Manitoba the decreases in rail entries in Quebec, British Columbia and the Yukon Territory more than offset the increase, with the result that the Canada total declined 3.6 per cent.



Part 1 - Concluded

TABLE 2. Non-immigrant Travellers Entering Canada from the United States by Plane, Bus, (1) Rail(1) and Boat, by Province of Entry

Province of entry	Plane(2)		Bus(3)		Rail(4)		Boat	
	1965	1966	1965	1966	1965	1966	1965	1966
January								
Newfoundland .....	65	139	-	-	-	-	-	-
Prince Edward Island	-	16	-	-	-	-	-	-
Nova Scotia .....	776	774	-	-	-	-	2	-
New Brunswick .....	443	647	602	661	23	27	45	33
Quebec .....	10,424	13,257	3,020	3,074	6,466	6,235	-	-
Ontario .....	16,294	16,564	11,079	14,738	4,633	4,816	-	2
Manitoba .....	1,497	1,737	235	461	771	798	-	-
Saskatchewan .....	31	56	-	-	-	-	-	-
Alberta .....	877	869	86	81	-	-	-	-
British Columbia ...	3,563	4,689	2,594	2,771	1,963	1,504	32	52
Yukon Territory ....	35	69	11	7	188	156	-	-
Canada .....	34,005	38,817	17,627	21,793	14,044	13,536	79	87
Newfoundland .....								
Prince Edward Island								
Nova Scotia .....								
New Brunswick .....								
Quebec .....								
Ontario .....								
Manitoba .....								
Saskatchewan .....								
Alberta .....								
British Columbia ...								
Yukon Territory ....								
Canada .....								

(1) Travellers by bus and rail destined to Nova Scotia and Prince Edward Island enter Canada through ports in other provinces where they are recorded.

(2) Yukon passengers are practically all in transit to and from Alaska.

(3) Exclusive of local bus traffic between border communities, but including in transit travel.

(4) After deducting in transit passengers travelling across Southern Ontario.





Part 2

Canadian Vehicles Returning to Canada

Classification	1965	1966	Change in 1966	Per cent change in 1966
January				
Returning after one or more nights in U.S. ....	61,000	65,800	+ 4,800	+ 7.9
Leaving and returning same day .....	503,900	543,800	+ 39,900	+ 7.9
Commercial vehicles .....	70,000	64,100	- 5,900	- 8.4
Totals .....	634,900	673,700	+ 38,800	+ 6.1
Returning after one or more nights in U.S. ....				
Leaving and returning same day .....				
Commercial vehicles .....				
Totals .....				

Canadian Vehicles Returning to Canada

The number of Canadian vehicles returning to Canada in January 1966 totalled 673,700, an increase of 6.1 per cent or 38,800 over re-entries in January 1965. By far the largest category was that of vehicles leaving and returning on the same day. This group totalled 543,800 in January 1966 compared with a total of 65,800 for the long-term vehicles (those remaining one or more nights) and 64,100 for the commercial vehicles. Both the long-term and short-term vehicle re-entries advanced by 7.9 per cent; however, in the case of the latter this percentage represented 39,900 vehicles, while in the former group only 4,800. Commercial vehicle re-entries, on the other hand, declined 8.4 per cent or 5,900.

On a provincial basis, the number of long-term re-entries by Canadian vehicles was higher in all provinces except Nova Scotia, Ontario, Manitoba and the Yukon Territory. For the category of vehicles leaving and returning on the same day, re-entries declined in Nova Scotia, Quebec, Manitoba, Saskatchewan and the Yukon Territory but increased in the other provinces. The majority of these short-term re-entries or 52 per cent were made through ports in Ontario while 26 per cent entered via New Brunswick.



Part 2 - Continued

TABLE 3. Summary by Provinces of Canadian Vehicles Returning to Canada

Province of re-entry	Length of stay abroad				Commercial vehicles	
	Returning after one or more nights in U.S.		Leaving and returning same day			
	1965	1966	1965	1966	1965	1966
	January					
Newfoundland .....	-	-	-	-	-	-
Nova Scotia .....	54	41	2	-	57	33
New Brunswick .....	2,946	3,851	126,895	140,008	10,054	9,967
Quebec .....	17,544	20,050	56,392	56,263	31,216	22,673
Ontario .....	27,470	27,129	263,633	281,347	24,609	26,485
Manitoba .....	3,133	2,962	8,548	7,319	1,453	1,719
Saskatchewan .....	977	1,149	4,235	4,040	652	609
Alberta .....	914	1,202	2,931	3,411	333	668
British Columbia .....	7,924	9,354	41,183	51,339	1,581	1,953
Yukon Territory .....	22	19	68	48	25	24
Canada .....	60,984	65,757	503,887	543,775	69,980	64,131
Percentage change .....		+ 7.8		+ 7.9		- 8.4
Included above:						
Other vehicles .....			423	632		
Taxis .....			13,008	13,648		
Newfoundland .....						
Nova Scotia .....						
New Brunswick .....						
Quebec .....						
Ontario .....						
Manitoba .....						
Saskatchewan .....						
Alberta .....						
British Columbia .....						
Yukon Territory .....						
Canada .....						
Percentage change .....						
Included above:						
Other vehicles .....						
Taxis .....						



Part 2 - Continued

Residents of Canada Returning from the United States  
by Plane, Through Bus, Rail and Boat

Type of transportation	1965	1966	Change in 1966	Per cent change in 1966
January				
Plane .....	52,200	54,800	+ 2,600	+ 5.0
Bus .....	27,500	30,000	+ 2,500	+ 9.1
Rail .....	20,400	16,500	- 3,900	- 19.1
Boat .....	700	400	- 300	- 42.9
Totals .....	100,800	101,700	+ 900	+ 0.9
Plane .....				
Bus .....				
Rail .....				
Boat .....				
Totals .....				

Residents of Canada Returning by Plane, Through Bus, Rail, and Boat

Canadian residents returning by plane, through bus, rail and boat from the United States numbered 101,700 in January 1966, a slight increase of 0.9 per cent or 900 persons compared with total entries in January 1965. Both plane and bus re-entries contributed to the overall increase with the number of Canadians returning by plane advancing 5.0 per cent or 2,600 for a total of 54,800 and bus re-entries numbering 30,000, a gain of 9.1 per cent or 2,500. The number of residents returning by rail, however, declined 19.1 per cent or 3,900 persons to a total of 16,500 while boat re-entries 400, a drop of 42.9 per cent or 300 less than in January 1965.

Compared with January 1965, total re-entries by plane increased in all provinces except Newfoundland and Quebec. For the category of bus re-entries, Quebec and Manitoba recorded decreases while New Brunswick, Ontario, Alberta, British Columbia and the Yukon Territory showed gains. Rail re-entries were down in all provinces; however, the Yukon Territory showed a slight increase. All provinces recorded decreases in the number of boat re-entries compared with the number returning by boat in January 1965.



Part 2 - Concluded

TABLE 4. Residents of Canada Returning from the United States by Plane,  
Bus, (1) Rail (1) and Boat, by Province of Re-entry

Province of re-entry	Plane		Bus (2)		Rail		Boat	
	1965	1966	1965	1966	1965	1966	1965	1966
January								
Newfoundland .....	8	4	-	-	-	-	-	-
Prince Edward Island	-	36	-	-	-	-	-	-
Nova Scotia .....	840	993	-	-	-	-	7	-
New Brunswick .....	458	512	451	623	104	79	445	295
Quebec .....	15,372	12,332	5,789	5,764	6,893	6,433	-	-
Ontario .....	28,400	31,712	13,659	14,990	8,215	6,474	27	24
Manitoba .....	1,352	1,985	1,254	680	2,919	1,371	-	-
Saskatchewan .....	40	126	-	-	-	-	-	-
Alberta .....	1,265	1,703	260	282	-	-	-	-
British Columbia ...	4,478	5,392	6,046	7,638	2,262	2,137	266	120
Yukon Territory ....	11	19	-	39	24	29	-	-
Canada .....	52,224	54,814	27,459	30,016	20,417	16,523	745	439
Newfoundland .....								
Prince Edward Island								
Nova Scotia .....								
New Brunswick .....								
Quebec .....								
Ontario .....								
Manitoba .....								
Saskatchewan .....								
Alberta .....								
British Columbia ...								
Yukon Territory ....								
Canada .....								

(1) Travellers by bus and rail destined to Nova Scotia and Prince Edward Island enter Canada through ports in other provinces where they are recorded.

(2) Exclusive of local bus traffic between border communities, but including in transit travel.





Part 3

TABLE 5. Highway Traffic at Canadian Border Ports  
January  
1966

Port of entry	Non-resident vehicles entering Canada				Canadian vehicles returning to Canada		
	Length of stay in Canada		Repeats and taxis	Commercial vehicles	Length of stay abroad		Commercial vehicles
	One or more nights in Canada	Entering and leaving same day			Returning after one or more nights in U.S.	Leaving and returning same day	
<u>Newfoundland: (1)</u>							
Argentia .....	14	-	-	-	-	-	-
Corner Brook .....	-	-	-	-	-	-	-
Goose Bay .....	4	-	-	-	-	-	-
Port aux Basques .....	-	-	-	-	-	-	-
St. John's .....	2	-	-	-	-	-	-
Stephenville .....	10	-	-	-	-	-	-
Totals .....	30	-	-	-	-	-	-
<u>Prince Edward Island: (1)</u>	-	-	-	-	-	-	-
<u>Nova Scotia: (1)</u>							
Halifax .....	-	-	-	-	1	-	-
North Sydney .....	-	-	-	-	-	-	-
Yarmouth .....	17	-	-	53	40	-	33
Totals .....	17	-	-	53	41	-	33
<u>New Brunswick:</u>							
Andover .....	667	2,375	415	63	25	5,888	512
Beaconsfield .....	5	31	35	24	-	166	32
Bloomfield .....	2	35	26	-	6	163	40
Campobello .....	-	-	890	26	1	4,789	70
Centreville .....	175	773	288	170	75	2,088	350
Clair .....	655	1,710	6,770	291	936	9,826	765
Edmundston .....	1,211	3,616	21,932	2,090	387	34,775	1,079
Forest City .....	1	17	62	29	-	306	230
Fosterville .....	13	21	71	-	-	567	233
Four Falls .....	5	35	12	-	-	108	8
Gillespie .....	280	1,027	1,107	26	8	2,492	246
Grand Falls .....	150	598	1,864	66	6	4,691	268
Lord's Cove .....	-	-	-	-	-	-	-
Mars Hill Road .....	1	39	22	2	-	72	11
Milltown .....	93	224	3,973	98	61	7,642	271
River de Chute .....	23	160	36	15	9	599	76
St. Andrews .....	-	-	-	-	-	-	-
St. Croix .....	234	62	2,477	68	777	5,942	977
St. Leonard .....	498	3,758	8,344	514	280	12,651	701
St. Stephen .....	665	2,548	17,677	693	840	30,715	2,290
Union Corner .....	8	11	6	-	-	96	27
Woodstock Road .....	616	1,809	910	374	440	16,432	1,781
Totals .....	5,302	18,849	66,917	4,549	3,851	140,008	9,967

(1) Vehicles transported by vessel direct from the United States. Many vehicles proceeding to these provinces enter Canada through ports in other provinces where they are recorded.



TABLE 5. Highway Traffic at Canadian Border Ports - Continued

January 1966

Port of entry	Non-resident vehicles entering Canada				Canadian vehicles returning to Canada		
	Length of stay in Canada		Repeats and taxis	Commer- cial vehicles	Length of stay abroad		Commer- cial vehicles
	One or more nights in Canada	Entering and leaving same day			Returning after one or more nights in U.S.	Leaving and returning same day	
<u>Quebec:</u>							
Abercorn .....	306	957	304	267	132	2,202	137
Armstrong .....	383	224	61	220	2,467	627	1,068
Beebe .....	129	405	1,565	67	37	2,506	186
Chartierville .....	30	28	44	37	128	177	140
Clarenceville .....	25	111	38	14	72	415	17
Comins Mills .....	186	703	167	440	143	1,114	559
Covey Hill .....	11	94	2	14	11	194	33
Daaquam .....	3	3	147	139	257	110	2,767
Dundee .....	155	1,404	560	92	250	2,625	284
East Pinnacle .....	12	77	36	4	85	363	18
Estcourt .....	8	2	457	-	40	858	519
Franklin Centre .....	26	381	7	25	2	210	24
Frelighsburg .....	119	401	57	190	421	538	78
Glen Sutton .....	38	265	123	160	10	842	148
Hemmingford .....	121	2,111	33	143	52	1,539	74
Herdman .....	105	633	53	66	35	1,545	38
Hereford Road .....	61	206	52	148	19	560	91
Highwater .....	318	949	333	537	254	1,982	346
Jamieson's Line .....	5	95	25	26	7	148	12
Lac Frontière .....	6	-	228	67	528	409	6,807
Lacolle(2) .....	3,992	3,420	1,484	1,864	9,214	15,853	2,938
Leadville .....	-	4	11	7	-	53	1
Mansonville .....	-	1	13	-	-	42	9
Montreal .....	3	1	-	2	-	-	-
Morses Line .....	16	169	28	85	36	213	27
Noyan .....	72	231	66	25	49	580	23
Philipsburg .....	1,870	1,541	62	1,104	2,232	2,495	665
Quebec .....	-	-	-	-	-	-	-
Rock Island .....	1,597	2,268	3,094	895	715	8,467	515
Ste. Aurélie .....	10	1	50	15	262	270	805
St. Pamphile .....	6	-	394	29	161	718	1,966
Stanhope .....	734	761	287	792	1,299	4,053	1,042
Trout River .....	360	816	-	263	515	3,703	151
Woburn .....	152	116	392	518	617	852	1,185
Totals .....	10,859	18,378	10,173	8,255	20,050	56,263	22,673

(2) Includes entries through Routes 9, 9A, 9B and Roxham Road.



TABLE 5. Highway Traffic at Canadian Border Ports - Continued

January 1966

Port of entry	Non-resident vehicles entering Canada				Canadian vehicles returning to Canada		
	Length of stay in Canada		Repeats and taxis	Commercial vehicles	Length of stay abroad		Commercial vehicles
	One or more nights in Canada	Entering and leaving same day			Returning after one or more nights in U.S.	Leaving and returning same day	
<u>Ontario:</u>							
Cornwall .....	1,515	3,426	167	744	314	7,038	435
Courtright .....	-	-	-	-	-	-	-
Fort Erie .....	12,205	26,859	363	4,896	7,057	48,160	5,466
Fort Frances .....	471	145	7,675	208	243	6,275	698
Kingston .....	-	-	-	-	-	-	-
Kingsville .....	1	-	-	-	-	-	-
Lansdowne .....	1,399	989	760	954	3,721	2,928	1,179
Leamington .....	1	-	-	-	-	-	-
Midland .....	-	-	-	-	-	-	-
Niagara Falls .....	17,008	19,857	5,593	3,223	3,588	56,088	2,984
Pelee Island .....	-	-	-	-	-	-	-
Pigeon River .....	232	128	80	187	445	718	49
Port Lambton .....	87	115	-	12	5	168	-
Prescott .....	623	1,027	403	144	1,662	2,531	223
Rainy River .....	117	219	77	3	2	1,186	40
Sarnia .....	9,214	15,816	128	3,371	1,580	25,068	1,374
Sault Ste. Marie .....	1,761	2,702	587	448	2,067	4,939	128
Sombra .....	201	328	8	43	63	452	30
Toronto .....	7	-	-	-	-	-	-
Walpole Island .....	20	30	-	1	-	196	-
Windsor .....	48,192	92,628	10,441	7,285	6,382	125,600	13,879
Totals .....	93,054	164,269	26,282	21,519	27,129	281,347	26,485



TABLE 5. Highway Traffic at Canadian Border Ports - Continued

January 1966

Port of entry	Non-resident vehicles entering Canada				Canadian vehicles returning to Canada		
	Length of stay in Canada		Repeats and taxis	Commercial vehicles	Length of stay abroad		Commercial vehicles
	One or more nights in Canada	Entering and leaving same day			Returning after one or more nights in U.S.	Leaving and returning same day	
<b>Manitoba:</b>							
Boissevain .....	64	79	25	43	170	256	5
Cartwright .....	13	149	15	-	17	262	4
Coulter .....	36	85	20	20	47	182	18
Crystal City .....	12	157	7	-	4	42	-
Emerson .....	788	448	2,369	931	2,345	2,532	1,236
Goodlands .....	2	35	1	-	11	187	-
Gretna .....	140	200	1,020	98	55	824	22
Haskett .....	36	185	88	11	33	299	25
Lena .....	37	124	14	7	27	337	4
Lyleton .....	2	66	7	12	2	209	1
North West Angle .....	-	-	-	-	-	-	-
Piney .....	52	91	19	70	27	460	59
Snowflake .....	2	30	-	-	-	112	-
South Junction .....	30	60	49	12	12	387	79
Sprague .....	263	189	62	48	17	835	242
Tolstoi .....	36	18	110	16	172	145	24
Windygates .....	18	118	4	3	23	250	-
Totals .....	1,531	2,034	3,810	1,271	2,962	7,319	1,719
<b>Saskatchewan:</b>							
Big Beaver .....	16	13	7	-	21	167	6
East Poplar River .....	24	8	26	3	20	167	5
Elmore .....	6	92	11	2	12	181	-
Estevan .....	46	343	35	24	63	468	19
Monchy .....	10	2	18	3	48	56	3
Northgate .....	20	42	228	14	67	606	3
North Portal .....	231	482	697	552	491	1,671	443
Oungre .....	24	24	7	19	122	81	31
Regway .....	93	129	21	242	194	373	30
Torquay .....	2	28	17	1	8	106	-
Treelon .....	22	4	49	20	54	80	18
West Poplar River .....	27	22	-	-	30	56	50
Willow Creek .....	5	2	-	6	19	28	1
Totals .....	526	1,191	1,116	886	1,149	4,040	609
<b>Alberta:</b>							
Aden .....	8	12	9	1	7	26	3
Carway .....	57	62	265	6	87	756	7
Chief Mountain .....	-	-	-	-	-	-	-
Coutts .....	546	201	1,005	880	1,056	2,533	649
Del Bonita .....	47	40	102	2	30	60	6
Wild Horse .....	9	3	10	-	22	36	3
Totals .....	667	318	1,391	889	1,202	3,411	668





TABLE 5. Highway Traffic at Canadian Border Ports - Concluded.

January 1966

Port of entry	Non-resident vehicles entering Canada				Canadian vehicles returning to Canada		
	Length of stay in Canada		Repeats and taxis	Commer- cial vehicles	Length of stay abroad		Commer- cial vehicles
	One or more nights in Canada	Entering and leaving same day			Returning after one or more nights in U.S.	Leaving and returning same day	
<u>British Columbia:</u>							
Aldergrove .....	704	1,055	39	524	373	2,092	119
Boundary Bay .....	36	1	1,456	64	494	8,293	682
Carson .....	36	412	162	99	1	256	28
Cascade City .....	46	140	82	9	63	450	12
Chopaka .....	3	40	36	4	5	23	-
Flathead .....	-	-	-	-	-	-	-
Huntingdon .....	720	2,301	411	497	707	7,755	113
Kingsgate .....	160	23	80	73	503	350	85
Midway .....	7	17	67	2	1	90	-
Nelway .....	109	172	62	82	170	213	45
Osoyoos .....	574	1,596	301	270	295	2,219	85
Pacific Highway(3) ...	9,566	6,051	612	2,376	5,978	27,148	477
Paterson .....	112	341	29	272	159	805	26
Powell River .....	-	-	-	-	-	-	-
Prince Rupert .....	123	1	-	25	5	-	-
Roosville .....	49	117	24	6	264	419	180
Rykerts .....	78	182	156	2	117	1,049	30
Sidney .....	64	14	-	3	40	-	-
Vancouver .....	42	8	-	-	-	-	-
Victoria .....	176	18	-	26	168	-	-
Waneta .....	2	18	10	-	11	177	71
Totals .....	12,607	12,507	3,527	4,334	9,354	51,339	1,953
<u>Yukon Territory:</u>							
Beaver Creek .....	450	21	-	182	7	1	20
Carcross/Whitehorse ..	1	-	-	-	-	-	-
Dawson .....	-	-	-	-	-	-	-
Pleasant Camp .....	61	33	27	60	12	47	4
Totals .....	512	54	27	242	19	48	24
Canada .....	125,105	217,600	113,243	41,998	65,757	543,775	64,131

(3) Includes entries through Douglas.



Part 4

TABLE 6. Non-immigrant Visitors Entering Canada from Overseas Countries  
Classified by Country of Residence

Country of residence	January 1966					
	Direct	Via U.S.	Total	Direct	Via U.S.	Total
Argentina .....	11	243	254			
Australia .....	106	338	444			
Austria .....	57	64	121			
Bahamas .....	63	13	76			
Barbados .....	61	21	82			
Belgium .....	71	85	156			
Bermuda .....	127	59	186			
China .....	14	88	102			
Czechoslovakia .....	23	77	100			
Denmark .....	63	125	188			
Finland .....	15	41	56			
France .....	360	449	809			
Germany .....	445	549	994			
Greece .....	101	202	303			
Hong Kong .....	14	71	85			
India .....	45	183	228			
Ireland (Republic) .....	19	45	64			
Israel .....	15	126	141			
Italy .....	181	187	368			
Jamaica .....	171	111	282			
Japan .....	96	389	485			
Mexico .....	190	366	556			
Netherlands, The .....	187	252	439			
New Zealand .....	48	74	122			
Norway .....	66	58	124			
Pakistan .....	43	25	68			
Poland .....	24	7	31			
Portugal .....	47	79	126			
South Africa (Republic) .....	21	49	70			
Spain .....	34	60	94			
Sweden .....	68	137	205			
Switzerland .....	87	125	212			
Trinidad and Tobago .....	59	81	140			
United Kingdom .....	1,500	1,685	3,185			
U.S.S.R. ....	21	7	28			
Yugoslavia .....	39	21	60			
Others not included above ....	397	1,153	1,550			
Totals .....	4,889	7,645	12,534			



Part 4 - Concluded

TABLE 7. Residents of Canada Returning Direct from Overseas Countries  
Principal Ports of Re-entry

Port of re-entry	January				
	1962	1963	1964	1965	1966
Gander, Nfld. ....	901	625	532	262	265
Halifax Airport, N.S. ....	576	399	260	760	942
Sydney Airport, N.S. ....	-	-	-	38	-
Montreal Airport, Que. ....	7,284	8,769	9,909	8,504	9,871
Ottawa, Ont. ....	152	180	39	41	316
Toronto Airport, Ont. ....	5,034	6,709	7,726	9,863	13,029
Trenton, Ont. ....	252	115	1,673	622	1,384
Winnipeg, Man. ....	230	265	588	341	412
Edmonton, Alta. ....	274	282	238	378	335
Calgary, Alta. ....	-	61	440	470	251
Vancouver Airport, B.C. ....	2,173	2,876	3,919	4,435	5,008
Totals .....	16,876	20,281	25,324	25,714	31,813
St. John's, Nfld. ....	-	-	-	-	-
Halifax, N.S. (Vessel) ....	369	193	160	115	151
Saint John, N.B. ....	95	110	-	-	-
Quebec(1), Que. ....	-	-	-	-	-
Vancouver, B.C. (Vessel) ....	161	179	204	210	168
Totals .....	625	482	364	325	319
Other ports (Aeroplane and vessel) .....	233	242	371	884	559
Grand totals .....	17,734	21,005	26,059	26,923	32,691

(1) Many returning residents cleared at Quebec disembark at Montreal.

Note: Data above include some military personnel and dependents.

Travel between Canada and Overseas Countries

Of the 12,534 non-immigrant visitors who entered Canada from overseas countries in January 1966, a total of 4,889 came directly to Canada and 7,645 or 61 per cent arrived via the United States. In the case of most overseas countries, more of their residents came via the United States than entered directly, with the exception of visitors from the Bahamas, Barbados, Bermuda, Jamaica, Norway, Pakistan, Poland, the U.S.S.R. and Yugoslavia where the reverse occurred. On a country of residence basis, the greatest number of visitors, 3,185 persons, were from the United Kingdom; 994 were from Germany, and 809 from France. Ranking fourth and fifth respectively, were Mexico with 556 and Japan with 485 persons. Of the visitors from the United Kingdom, 1,685 or 53 per cent arrived via the United States and 1,500 or 47 per cent came directly to Canada. Corresponding percentages for the German visitors were 55 per cent arriving via the United States and 45 per cent direct, while percentages for the French travellers were 56 per cent via the United States and 44 per cent entering directly.

Canadian residents who returned to Canada in January 1966 numbered 32,691, an increase of 21.4 per cent or 5,768 over the number that re-entered in January 1965. Of this total, the number returning by plane to leading Canadian airports amounted to 31,813 persons or 97 per cent of the overall total, while boat re-entries at Halifax and Vancouver numbered 319 or one per cent. Some 559 or 2 per cent re-entered at other ports. Over the five year period of 1962 to 1966, the number of plane re-entries in January steadily increased, but boat re-entries dropped each year from 625 in 1962 to 319 in 1966. Toronto airport received the greatest number of direct Canadian re-entries from overseas countries, 13,029, while Montreal was second with 9,871 and Vancouver third with 5,008 persons. The 13,029 returning at Toronto airport represented an increase of 32 per cent or 3,166 over the January 1965 re-entries. Improved facilities at the latter airport no doubt contributed to this gain.

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