

66-201

1936

C.2

CANADA

DEPARTMENT OF TRADE AND COMMERCE

DOMINION BUREAU OF STATISTICS

CANADA'S TOURIST TRADE

1936

Published by Authority of the HON. W. D. EULER, M.P.,
Minister of Trade and Commerce.

OTTAWA

1937

Price 25 cents

STATISTICS CANADA LIBRARY
BIBLIOTHÈQUE STATISTIQUE CANADA



1010488616

DOMINION BUREAU OF STATISTICS

OTTAWA - CANADA

Dominion Statistician:	R. H. Coats, LL.D., F.R.S.C., F.S.S. (Hon.)
Principal Statistical Clerk:	L. J. Beehler, M.A.

CANADA'S TOURIST TRADE

1936.

Although the word tourist became current only early in the nineteenth century, tourist travel is by no means a new phenomenon. From very early times the lure of the unknown tempted adventurous spirits to embark upon voyages of exploration whilst a more general incentive for travel was supplied by the rise of trade and commerce. (1) Travel for pleasure, health and education, rather than for profit, was known in the ancient Greek world and, facilitated by the Roman genius for road building, was quite common in the Roman Empire. With the break up of the Empire travel languished although during the Middle Ages pilgrimages, such as the Crusades, and journeys of students to mediaeval centres of learning partook somewhat of the nature of tourist travel. Down to the nineteenth century, however, travel was difficult, dangerous, expensive and of extremely limited proportions.

The nineteenth century brought a decided revival. With the expansion of trade, the liberation of time and the increase in wealth as a result of the factory system, as well as the improvement in methods of transportation by land and sea, travel became possible to increasing numbers of people. In the later nineteenth and early twentieth centuries the tourist movement grew apace with many countries as Austria, France, Switzerland and Italy deriving a substantial annual income therefrom.

To the outbreak of the Great War travel was the prerogative of the leisured and wealthy classes. In the post war period it has become, to a large extent, a movement of the masses. With the breaking down of racial barriers and class distinctions and the redistribution of wealth as a result of the War, with greater leisure following improved methods of production coupled with improvement in and cheapening of transportation, travel has become possible to ever increasing masses of people. The development of the automobile and the widespread building of good roads have been important factors in the phenomenal increase of tourist travel between neighbouring countries in recent years. Travel between Canada and the United States reaches very large proportions being much greater than that over any other international boundary.

The advantages of travel have been extolled by writers both ancient and modern. "If the passenger visits better countries", said Samuel Johnson "he may learn to improve his own and if fortune carries him to worse he may learn to enjoy it". H. T. Buckle puts travel side by side with gunpowder and the discoveries made by political economy as the three chief agents which in modern times had lessened the love of war. (2) A recent writer says, "Nothing has contributed more than travel.

(1) The earliest Hebrew term for trader was synonymous with traveller (Hastings, Dictionary of the Bible, Vol. IV, p. 802.)

(2) H. T. Buckle, History of Civilization in England, 1878 edition, Vol. I. pp. 219 ff.

to rending the veil of ignorance; to enlightening the human mind and extending the compass of its vision; to stimulating new desires and creating an effective demand and outlet for the commodities and enterprises of other localities, countries and nations; to breaking down national and international barriers, hatreds and prejudices; to effecting a more intimate intercourse amongst the different races of the world and creating a more sympathetic understanding amongst them, whilst establishing the fact of their common brotherhood, and, in general, to raising the tone of life and the character of mankind to a higher level". (1)

From an economic standpoint the market for goods and services furnished by an influx of tourists is not only a lucrative source of revenue for individuals and whole districts, but is, for many countries, an important factor in the balance of international payments. The expenditure of foreign visitors in a country has the same effect, insofar as its influence upon the balance of trade concerned, as the export of additional commodities would have. Instead of sending goods and services to consumers abroad, the latter are induced to move to the goods and services. Thus, tourist traffic is an invisible export which helps many countries to pay for the goods and services they buy from other countries or to pay interest on the money they borrow from abroad.

The growing realization of the importance of tourist travel has led to a great number of measures by Governments and others to encourage it in every possible way especially by extensive advertising in foreign countries and by the simplification of vexatious customs and immigration formalities. In 1934 the Dominion Government established the Canadian Travel Bureau to undertake tourist travel promotion as a national effort in co-operation with the various tourist travel and publicity agencies, both public and private, throughout the Dominion. The Bureau is assisted by an Advisory Council consisting of the Directors of Information of the Provincial Governments, representatives of the Dominion Departments and Services interested in tourist travel promotion and members of the Executive Committee of the Canadian Association of Tourist and Publicity Bureaus.

Canada's tourist traffic represents the economic disposition of natural attributes in which this country is particularly rich, including a wide range of picturesque scenery, an invigorating climate, unrivalled opportunities for hunting, fishing and other sports, for the exploitation of which a considerable capital expenditure has been made on hotel accommodation, highway improvement and other attractions. Of our single commodity exports only wheat and paper rank with tourist traffic in importance and in several of the recent depression years the latter has surpassed both.

Tourist travel, which must be classed as a luxury, inevitably declines in time of depression. The value of Canada's tourist business reached its high point in 1929 when the estimated expenditures of foreign tourists within the country amounted to approximately \$309,000,000 while the expenditures of Canadian tourists abroad totalled approximately \$122,000,000. With shrinking incomes and the other concomitants of depression there were progressive declines until the low level of \$117,000,000 was reached in 1935. In 1934 a slight increase was recorded. During 1935 and 1936 recovery was more rapid and it is expected that within reasonable time the value of Canada's tourist travel will surpass pre-depression levels.

(1) A. J. Norval, The Tourist Industry, pp. 15 and 16.

A statistical study of Canada's tourist trade is presented in the following pages. Various methods have been used to obtain an idea of the extent and value of this business. It is impossible, of course, to obtain a direct record of tourist (1) expenditures and even a rough estimate is extremely difficult to make since visitors to Canada are of all classes, engaged in different activities or forms of recreation, remaining for varying periods and spending from very small to very considerable amounts. While many of the details which follow are necessarily estimates and, therefore, subject to revision, care has been taken to base them upon as complete and reliable information as can be secured and it is believed they are reasonably correct.

EXPENDITURES IN CANADA OF TOURISTS FROM OTHER COUNTRIES.

The total expenditures in Canada of tourists from other countries in the years 1920-36 are estimated to have been approximately as follows:

1920	\$ 83,734,000	1926	\$201,167,000	1932	\$212,448,000
1921	86,394,000	1927	238,477,000	1933	117,124,000
1922	91,686,000	1928	275,230,000	1934	145,974,000
1923	130,977,000	1929	309,379,000	1935	214,778,000
1924	173,002,000	1930	279,238,000	1936	255,763,000
1925	193,174,000	1931	250,776,000		

Visitors to Canada fall into two broad classes (1) persons arriving via ocean ports and (2) persons arriving via the United States boundary. The latter may be subdivided according to the various methods of transport whether by automobile, rail, steamer, ferry, airplane, etc. The estimated expenditures of tourists in these categories during 1935 and 1936 were as follows:

Estimated Expenditures in Canada of Tourists from Other Countries.

	1936	1935
	\$	\$
<u>Entering via Ocean Ports</u>		
First Class	2,550,000	3,271,000
Cabin	4,816,000	3,895,000
Other (tourist, third, etc.)	3,080,000	2,951,000
Total	10,446,000	10,117,000
<u>Entering via the United States Boundary</u>		
<u>By Automobile</u>		
<u>Cars on Tourist Permit</u>		
48 - hour	45,549,000	37,906,000
60 - day	113,329,000	93,771,000
6 - month	595,000	485,000
Total	159,473,000	132,162,000
<u>By Rail</u>	49,877,000) 53,499,000
<u>By Steamer</u>	14,967,000)
<u>Other Visitors</u>		
(Ferry, Airplane, Bus, etc.)	21,000,000	19,000,000
TOTAL	255,763,000	214,778,000

(1) The term tourist is here used in a broad sense as comprising temporary visitors on commercial, professional, educational and other missions as well as those travelling solely for pleasure.

1. Tourists Entering Canada via Ocean Ports.

Statistics of non-immigrants entering Canada via ocean ports, as compiled by the Immigration Branch of the Department of Mines and Resources, were used as the basis of this estimate. These entries numbered 12,924 in 1936, an increase of 5.7 p.c. over the preceding year. Passengers travelling first class declined from 2,726 in 1935 to 2,125 in 1936. Cabin class passengers rose from 4,582 to 5,666 and other classes (tourist, third, etc.) from 4,919 to 5,133. Comparative figures of non-immigrant arrivals via ocean ports for the years 1929-36 are shown below.

Non-Immigrant Arrivals by Ocean Ports

Class of Steamship Passage	1936	1935	1934	1933	1932	1931	1930	1929
First	2,125	2,726	3,114	2,258	2,445	2,432	2,780	2,859
Cabin	5,666	4,582	3,917	3,374	3,929	4,389	5,510	5,906
Other (tourist third, etc.)	5,133	4,919	4,500	4,018	4,381	5,408	4,288	4,707
Total	12,924	12,227	11,531	9,650	10,755	12,229	12,578	13,472

Of the visitors arriving by ocean ports in 1936, 8,009 came from the British Isles, 290 from France, 222 from Germany and 478 from other European countries. China sent 595 visitors, Japan 498, Australia 550 and New Zealand 315. For further details see appendix 1.

No direct information concerning the expenditures of these visitors is available but the average rates used (\$1,200 for first class, \$850 for cabin and \$600 for other passengers) are somewhat higher than the average expenditure rates reported by similar classes of Canadian travellers to overseas countries. This is thought reasonable since the latter includes considerable numbers of British born and foreign born on visits home in consequence of which their expenditures for subsistence are materially lessened. The total expenditures of our visitors via ocean ports are, therefore, estimated at \$10,446,000 in 1936 as compared with \$10,117,000 in 1935.

2. Tourists Entering Canada via the United States Boundary.

Travel across the Canadian-United States boundary is so heavy and complex that it is extremely difficult to record and classify all border crossings. It is necessary, however, to divide the total crossings into a large number of classes if the expenditures involved are to be estimated with even approximate accuracy. With the co-operation of both the United States and Canadian Immigration and Customs Services, progress is being made in the more detailed classifying of this movement and in the collecting of samples of expenditure.

Visitors to Canada via the United States boundary enter by automobile, bus, railway, steamer, ferry, airplane and on foot.

(a) By Automobile. - The Dominion Department of National Revenue records the number of United States automobiles imported into Canada for touring purposes, dividing them into three groups according to the kind of permit received. The numbers in each of these groups during the years 1930-6 were as follows:

Foreign Automobiles Imported into Canada for Touring Purposes.

	1936	1935	1934	1933	1932	1931	1930
<u>Admitted for a Period not exceeding 24 hours, 1930-34</u> <u>and for a Period not exceeding 48 hours, 1935-36 (1)</u>							
<u>Entering by Ports in</u>							
Maritime Provinces	558,611	495,799	127,630	108,571	234,922	241,076	243,375
Quebec	247,620	222,209	204,679	199,313	222,801	244,770	268,538
Ontario	1,967,623	1,814,728	1,949,207	1,844,643	2,497,384	2,834,427	3,470,589
Manitoba	30,855	27,518	24,136	22,241	31,999	30,144	35,043
Saskatchewan	18,019	17,511	15,421	13,287	16,098	19,629	20,577
Alberta	18,124	14,540	13,483	11,651	17,720	26,592	24,345
British Columbia	39,433	40,636	39,092	33,712	49,466	42,854	47,633
Canada	2,880,265	2,632,941	2,373,648	2,233,418	3,070,390	3,439,492	4,110,100

Admitted for a Period not exceeding 60 days

<u>Entering by Ports in</u>							
Maritime Provinces	60,408	51,762	53,016	45,124	53,268	60,662	57,876
Quebec	302,369	259,628	220,885	237,007	313,243	400,748	380,020
Ontario	696,552	559,042	523,155	494,304	552,011	857,095	693,607
Manitoba	15,168	13,273	10,656	9,455	11,593	14,451	15,891
Saskatchewan	6,458	5,456	4,605	4,412	4,632	4,855	5,734
Alberta	7,414	5,690	4,648	3,713	3,854	5,362	6,174
British Columbia	104,566	76,166	70,906	69,121	94,366	126,580	137,728
Canada	1,192,935	971,017	887,871	863,136	1,032,967	1,469,753	1,297,030

Admitted for a Period not exceeding Six Months

<u>Entering by Ports in</u>							
Maritime Provinces	226	210	50	80	61	72	70
Quebec	40	56	70	65	102	417	1,412
Ontario	852	747	138	150	191	198	407
Manitoba	18	14	23	4	12	13	93
Saskatchewan	54	16	1	2	6	3	289
Alberta	24	4	4	2	1	-	-
British Columbia	109	81	43	30	47	41	57
Canada	1,323	1,128	329	333	420	744	2,328

(1) In 1935 the 24 hour permit period was extended to 48 hours.

Of the 1,192,935 cars entering Canada via the U. S. boundary in 1936 on 60-day permits, 1,192,251 were of United States registration while 684 came from other countries, including Hawaii, Mexico, Alaska, Canal Zone, Newfoundland and Cuba. Of the United States cars the majority came from the states bordering on Canada although every state

in the Union was represented. 24.3 per cent of the United States cars came from New York, 21.8 per cent from Michigan, 8.4 per cent from Vermont and 6.1 per cent from Washington. For further details see appendix 2.

The expenditures of United States motorists on tourist permits are estimated largely upon the basis of data obtained from questionnaires distributed by border officials to these motorists and returned to the United States Department of Commerce which compiles the data. Similar questionnaires are distributed to Canadian motorists proceeding to the United States for touring purposes and returned to the Dominion Bureau of Statistics. Various collateral data are also considered in arriving at the average expenditure rates which are applied to the different classes. Summarized statements of the questionnaire results appear in the appendixes to this report.

The average expenditure of motorists on 48-hour permits, as shown by the questionnaires, was \$17.85 as compared with \$16.49 in 1935. This average rate was applied to the number of cars in this class except for an adjustment necessitated by local conditions prevailing along the New Brunswick border. (1) The estimated expenditures of motorists on 48-hour permits are, therefore, placed at \$45,549,000 as compared with \$37,906,000 in 1935.

The average expenditure rate computed from the questionnaire returns received by the United States Department of Commerce from motorists on 60-day tourist permits was only \$75.20 as compared with \$96.57 in 1935. Because of the smallness of the sample and the fact that a considerable proportion of persons who reported stayed for relatively short periods, the sample was not considered to be sufficiently representative of average conditions to be entirely reliable. Some account was taken, therefore, of other available information, especially of some data collected by the Canadian Travel Bureau from persons who had written for information and afterwards spent vacations in Canada, a type of tourist whose expenditures, however, are likely to be considerably higher than the general average. Generally higher tourist outlays in 1936 might reasonably be expected in view of improved economic conditions and some expansion of incomes, although even a slight decline in the average length of stay would exert a downward pull upon the average expenditure. Both 48-hour and 6-month motorists reported higher expenditures. On the basis of these various types of data it was decided to adopt a rate for this class of \$95 per car as compared with \$96.57 the previous year. The expenditures of motorists on 60-day permits are, therefore, estimated at \$113,329,000 as compared with \$93,771,000 in 1935.

A much larger sampling and one which covers practically every month in the year will be undertaken by the United States Department of Commerce this year. This, it is expected, will provide a check on the accuracy of the above tentative rate.

The average expenditure of the six-month permit cars which reported was \$450 as compared with \$430.09 in 1935. As the number of cars in this class is small and their effect upon the total expenditure estimate slight in any case, this rate was accepted without question and the total expenditures for the class, therefore, estimated at \$595,000 as compared with \$485,000 the previous year.

(1) As many cars cross the New Brunswick boundary for very short periods the expenditures involved are estimated as below the general average. The general average rate of \$17.85 per car was applied to 200,000 of the 558,611 cars entering New Brunswick on 48-hour permits in 1936, and an average rate of \$1.50 per car to the remainder. The general questionnaire average of \$16.49 was applied to 140,000 of the 495,799 cars entering New Brunswick on 48-hour permits in 1935 and an average rate of \$1.00 to the remainder.

The total expenditures of motorists on tourist permits in cars entering Canada by ports in the various provinces, with comparative figures for 1935, were as follows:

	<u>1936</u>	<u>1935</u>
	\$	\$
Maritime Provinces.....	9,948,000	7,753,000
Quebec.....	33,163,000	28,761,000
Ontario.....	101,678,000	84,233,000
Manitoba.....	1,999,000	1,742,000
Saskatchewan.....	959,000	822,000
Alberta.....	1,039,000	791,000
British Columbia.....	10,687,000	8,060,000
Total.....	159,473,000	132,162,000

It should be noted that the above expenditures are not necessarily made in the province specified since the cars may visit other provinces before leaving Canada. For example, many tourists to the Rocky Mountain District in Alberta enter Canada via ports in the other western provinces and most tourists to Nova Scotia and Prince Edward Island enter Canada via ports in New Brunswick.

The Department of National Revenue issues tourist permits for automobiles whose occupants enter Canada solely for purposes of pleasure or health. Certain other classes of vehicles, such as those of business travellers, buses on regular routes, etc. enter under travellers' vehicle permits. Such permits, each of which may cover several crossings, numbered 44,400 in 1935 and 59,535 in 1936. The expenditures of many persons entering Canada on such permits exercise precisely the same effect upon our balance of payments as do those of motorists entering under tourist permit. (See page 8).

(b) By Rail and Steamer. - Prior to 1936 the movement of United States visitors to Canada by rail and steamer and the corresponding movement of Canadians to the United States were estimated on the basis of data obtained from the principal railway and steamship companies on the number of tickets sold for travel from one country to the other. As no definite information was available concerning the respective proportions of Canadians and Americans in the totals, a division into the two categories was made by a more or less arbitrary method which has been fully explained in previous reports.

In 1936 the Canadian Department of Immigration, at our request, instituted a more detailed classification of tourist entries into Canada via the United States boundary, segregating the entries by train and boat. These are shown below:

Tourist Entries from the United States by Train and Boat (1). 1936.

	<u>Train</u>	<u>Boat</u>
Nova Scotia.....	-	35,970
New Brunswick.....	21,328	14,096
Quebec.....	131,694	6,121
Ontario.....	615,441	75,343
Manitoba.....	16,355	-
Saskatchewan.....	14,238	-
Alberta.....	577	6,661
British Columbia.....	31,652	111,017
Yukon.....	-	243
Total	831,285	249,451

(1) Exclusive of ferry.

In 1936, as in the previous year, the United States Department of Commerce sampled this type of travel by questionnaire. The average expenditure per person of rail travellers, according to the 1936 sample, was \$48.74 and of steamer travellers \$47.40 as compared with \$60.91 and \$52.93, respectively, in 1935. The combined rate for the two classes, according to the 1935 sample, was \$58.05 but because of doubt as to whether some of the returns included railway fare spent in Canada, the rate was arbitrarily increased to \$67.73. Because of difficulties incidental to the inauguration of a new type of questionnaire and the attainment of the most effectual distribution thereof, neither sample was regarded as wholly satisfactory. Available collateral information indicated that the expenditures of this type of tourist averaged about the same in 1936 as in the previous year. Pending a further check by the 1937 questionnaire results, a compromise rate of \$60 was adopted and the 1935 estimate for this class was revised on the same basis. The expenditures of tourists entering Canada by railway in 1936 are, therefore, estimated at \$49,877,000 and of those entering by steamer at \$14,967,000 as compared with a total of \$53,499,000 for the two classes in 1935.

(c) By Bus, Ferry, Airplane, etc. - As stated above, the expenditures of many persons entering Canada on travellers' vehicle permits exercise much the same effect upon our balance of payments as do the expenditures of motorists entering on tourist permits. With the data at present available it is extremely difficult to make even an approximately accurate estimate of the amounts involved in this and certain other types of travel over the Canadian-United States border such as that by bus, ferry, etc. The expenditures of visitors from the United States other than those of motorists on tourist permit and of rail and steamer travellers are placed tentatively at \$21,000,000 in 1936 and \$19,000,000 in 1935. These are to be regarded, however, merely as convenient arbitrary figures, pending a more intensive study of this field and an attempt to collect more adequate data especially respecting motorbus traffic.

The value of total foreign tourist expenditures in Canada is estimated at \$255,763,000 as compared with the revised estimate for 1935 of \$214,778,000.

EXPENDITURES OF CANADIAN TOURISTS IN FOREIGN COUNTRIES.

The expenditures of foreign tourists in Canada must be viewed also in relation to the expenditures of Canadian tourists in foreign countries, particularly in any estimate of the effect of the tourist trade on the general balance of payments. Canadian tourist expenditures, estimated on a similar basis to those in the preceding section, are shown below:

Estimated Expenditures of Canadian Tourists in Other Countries.

	1936	1935
<u>Overseas Countries</u>	\$	\$
First Class	2,699,000	3,638,000
Cabin "	5,202,000	4,198,000
Other (tourist, third, etc.)	10,435,000	8,667,000
Total	18,336,000	16,503,000
<u>The United States</u>		
<u>By Automobile</u>		
<u>Leaving by Ports in</u>		
Maritime Provinces	1,372,000	1,054,000
Quebec	12,543,000	11,885,000
Ontario	20,861,000	18,920,000
Manitoba	1,331,000	1,641,000
Saskatchewan	774,000	567,000
Alberta	548,000	581,000
British Columbia	6,382,000	5,721,000
Total	43,811,000	40,167,000
<u>By Rail and Steamer</u>	23,658,000	22,930,000
<u>By Ferry, Airplane,</u>		
Bus, etc.	14,000,000	12,000,000
TOTAL	99,805,000	91,600,000

1. Canadian Tourists to Overseas Countries.

Estimates of Canadian tourist expenditures in overseas countries are based on two classes of data (a) statistics of returning Canadians via ocean ports as recorded by the Immigration Branch of the Department of Mines and Resources and (b) samples of expenditure secured by questionnaires to passport applicants.

Returning Canadians via ocean ports in 1936 aggregated 33,899 as compared with 28,152 in 1935. First class passengers declined from 3,054 to 2,266 but cabin class passengers increased from 5,399 to 6,690 and other passengers (tourist, third, etc.) from 19,699 to 24,943. A considerable part of this increase was, no doubt, due to the Vimy Pilgrimage. Comparative figures for the years 1929-36 are shown below:

Returned Canadians via Ocean Ports.

Class of Steamship Accommodation	1936	1935	1934	1933	1932	1931	1930	1929
First	2,266	3,054	2,989	2,707	2,887	2,738	3,284	2,815
Cabin	6,690	5,399	5,202	5,073	5,388	5,892	8,948	11,253
Other (tourist, third, etc.)	24,943	19,699	19,428	19,626	22,902	21,333	26,191	26,292
Total	33,899	28,152	27,619	27,406	31,177	29,963	38,423	40,360

Samples of the individual expenditures, length of stay abroad, class of steamship accommodation, etc. of Canadian tourists to overseas countries were collected in 1935 (see appendix 8) but not in 1936. It was assumed that the expenditures of such tourists would not vary widely, on the average, from those of the previous year and the same general rates i.e. \$1,191.17 for first, \$777.60 for cabin and \$439.98 for "other" passengers, were used. An average rate of \$350, however, was applied to 6,000 of the persons in the latter class, this being the Canadian Legion's estimate of the average expenditure of persons on the Vimy Pilgrimage. The expenditures of Canadian tourists to overseas countries in 1936 are, therefore, estimated at \$18,336,000 as compared with \$16,503,000 in 1935.

2. To the United States.

(a) By Automobile. - Canadian automobiles exported to the United States for touring purposes, as reported by the Department of National Revenue, were used as the basis of this estimate. Comparative figures for the years 1929-36 are shown in the following table:

Canadian Automobiles Exported for Touring Purposes.

	1936	1935	1934	1933	1932	1931	1930	1929
<u>Cars leaving by Ports in</u>								
Maritime Provinces	17,402	13,780	9,271	7,920	5,587	9,437	6,944	27,872
Quebec	159,059	155,417	116,435	96,718	91,148	132,576	140,684	145,714
Ontario	264,535	247,452	194,012	164,795	149,418	234,077	275,385	283,250
Manitoba	16,879	21,464	16,403	13,387	9,762	14,469	15,299	15,375
Saskatchewan	9,812	7,420	5,875	6,678	4,613	8,145	9,875	17,736
Alberta	6,945	4,982	3,444	2,368	1,750	2,819	2,939	2,795
British Columbia	215,042	208,744	168,412	125,266	114,579	135,332	143,998	126,830
Canada	689,674	659,259	513,852	417,132	376,857	536,855	595,124	619,572

Sample data on the expenditures of Canadian automobile tourists were collected by means of postcard questionnaires handed by customs officials to Canadian motorists proceeding to the United States. The completed questionnaires were returned to this Bureau for compilation. The results are shown in detail in appendix 6.

The average expenditure per car of the 1,330 car owners which reported was \$78.86, an increase of 3.1 per cent over the \$76.46 rate reported by 1,158 car owners in 1935. The average length of stay reported was 6.56 days, which was slightly lower than the 6.99 days reported in 1935 while the average number of miles motored was 788 as compared with 889. Owing to the number and character of the replies the results of the sampling commanded considerable confidence. Because of this and since somewhat higher expenditures might reasonably be expected in view of some betterment in economic conditions, the average expenditure rate, as compiled from the returns, was accepted. Applying it to the number of cars exported for touring, as above, with the exception of British Columbia for which an adjustment was made, (1) the resulting estimate for the expenditures of these motorists is \$43,811,000 as compared with \$40,167,000 in 1935.

(b) By Rail and Steamer. - The number of Canadian tourists to the United States who in 1936 used rail or steamer as the mode of travel is estimated at approximately 354,210. This figure was arrived at by using the data supplied by railway and steamship companies concerning the total travel between the two countries over their lines and subtracting therefrom the figures of tourist entries from the United States as reported by the Canadian Immigration Department (see page 7). It would appear that the method previously used to divide the total traffic figure into residents of Canada and of the United States, respectively, slightly overestimated the former and underestimated the latter. Some collateral information respecting this and other types of Canadian travel to the United States is furnished by a sampling conducted by the United States Immigration Service during the summer and autumn of 1936 (see appendix 5).

The Dominion Bureau of Statistics with the co-operation of the Canadian Immigration Department, again in 1936, sampled the expenditures of this class of tourist by questionnaire. The 1936 questionnaire yielded a somewhat better sample than that of 1935, 800 compilable returns being received from tourists who travelled by rail, 134 from steamer travellers and 55 from persons who used both modes of travel. The average expenditure of persons who travelled by rail was \$71.31, of steamer travellers, \$30.22 and of persons using both modes of travel, \$99.55, while the.....

- (1) A large proportion of the Canadian cars leaving via B. C. ports consists of local cars on short trips to neighbouring United States points with stays limited to a few hours or a day or two at most. A further large proportion consists of short "in transit" travel through the United States of B. C. and other Canadian cars since the easiest way to reach many British Columbia towns is by United States highway. The expenditures in the United States of the above classes of motorists which, according to estimates of local authorities, comprise about 85 per cent of the total outgoing cars, are undoubtedly much below the general average. The average expenditure rate (\$17.01) reported for cars with stays of 48 hours or less was applied to 85 per cent (182,786) of the Canadian cars proceeding outwards from B.C. ports and the average rate (\$101.46) for cars with stays of 3-60 days to the remainder, making a total estimated expenditure for Canadian motorists leaving by B.C. ports of \$6,382,000 as compared with a similar estimate of \$5,721,000 in 1935. It is to be regretted that available data do not permit a division of Canadian tourist cars into classes according to length of stay since such would enable a closer and more reliable expenditure estimate to be made.

average expenditure rate for the three classes combined was \$66.79. The average length of stay of the rail travellers who reported was 20.8 days, of the steamer travellers, 15.5 and of those travelling by the two methods combined, 26.5 days. For further details see appendix 7.

The results of the 1936 sampling confirm those of the 1935 sampling to a considerable degree. As stated last year, however, deductions from both samples are made with reservations pending the collection of further data.

Applying the average rate of \$66.79 per person to the number of Canadian rail and steamer tourists, as stated above, the resulting expenditure estimate for this class is \$23,658,000. The 1935 estimate was \$22,930,000.

(c) By Bus, Ferry, Airplane, etc. - As in the case of the corresponding classes of United States visitors to Canada, the available data upon which to base estimates of the expenditures of Canadians visiting the United States by the above modes of travel are very inadequate. Tentative estimates of \$14,000,000 for 1936 and \$12,000,000 for 1935 are made although, as stated on page 8, these are to be regarded merely as convenient arbitrary figures until more adequate data become available.

Thus the total expenditures of Canadian tourists in other countries are estimated at approximately \$99,805,000 in 1936 as compared with the revised estimate of \$91,600,000 for 1935.

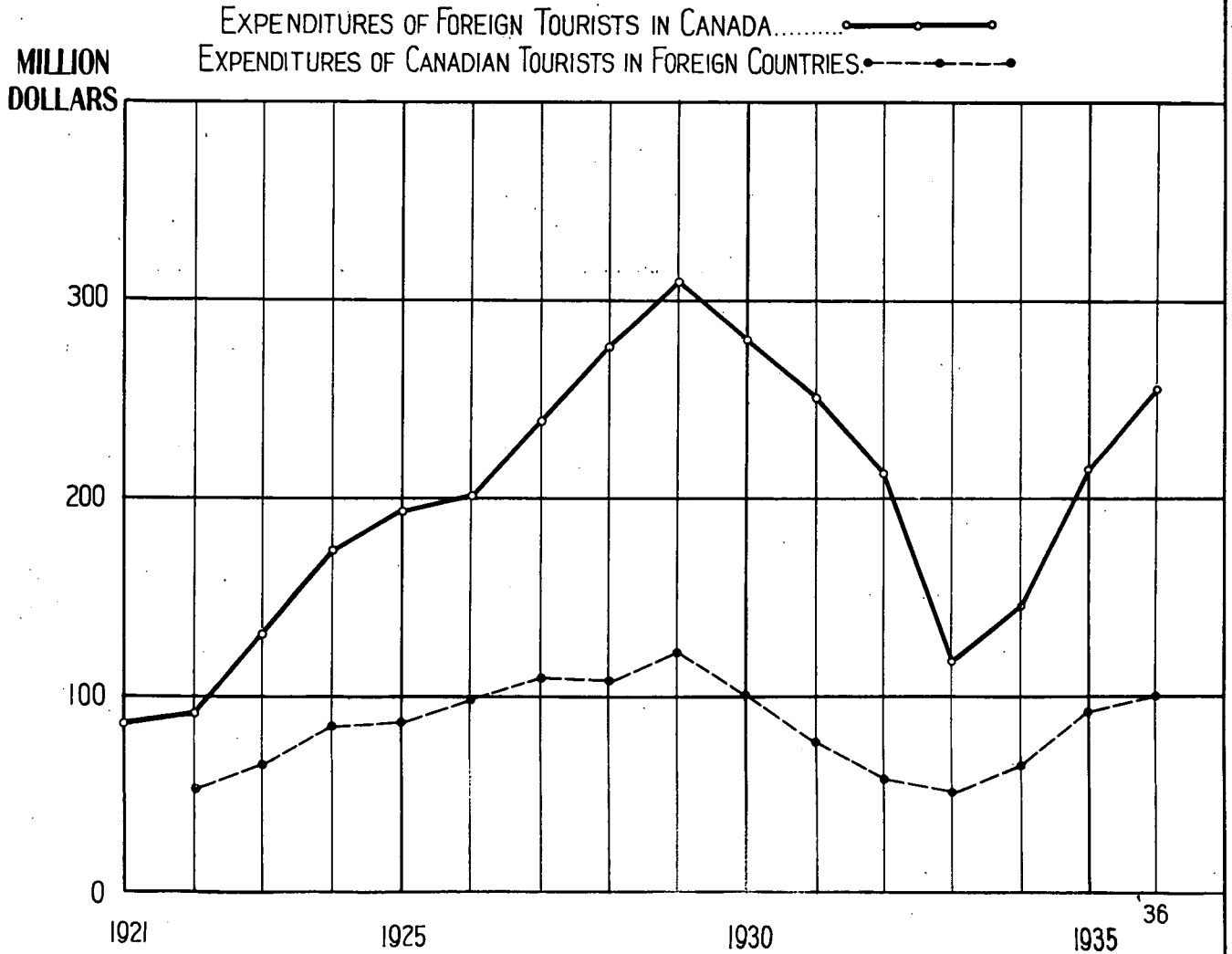
The favourable balance accruing to Canada on tourist trade account in 1936 is, therefore, estimated at \$155,958,000, an increase over the previous year of around \$32,780,000.

The estimated expenditures in Canada of tourists from foreign countries as compared with the expenditures of Canadian tourists in foreign countries during the years 1924-36 are shown below.

Year	Estimated Expenditures in Canada of Tourists from Foreign Countries	Estimated Expenditures of Canadian Tourists in Foreign Countries	Excess of Expenditures of Foreign Tourists over those of Canadian Tourists
	\$	\$	\$
1924	173,002,000	84,973,000	88,029,000
1925	193,174,000	86,160,000	107,014,000
1926	201,167,000	98,747,000	102,420,000
1927	238,477,000	108,750,000	129,727,000
1928	275,230,000	107,522,000	167,708,000
1929	309,379,000	121,645,000	187,734,000
1930	279,238,000	100,389,000	178,849,000
1931	250,776,000	76,452,000	174,324,000
1932	212,448,000	57,403,000	155,045,000
1933	117,124,000	50,860,000	66,264,000
1934	145,974,000	63,658,000	82,316,000
1935	214,778,000	91,600,000	123,178,000
1936	255,763,000	99,805,000	155,958,000

TOURIST EXPENDITURES

1921-1936



APPENDIX I.

COUNTRY OF USUAL RESIDENCE OF NON-IMMIGRANT ARRIVALS VIA OCEAN PORTS.

1 9 3 6

<u>EUROPE</u>	<u>No.</u>	<u>ASIA - Con.</u>	<u>No.</u>
Germany.....	222	Siam.....	10
Austria.....	15	Syria.....	4
Finland.....	4	Philippines.....	32
Danzig.....	1	Dutch East Indies.....	148
Estonia.....	3	Singapore.....	58
Latvia.....	3	East Indies, n.o.s.....	36
Lithuania.....	3		
Luxemburg.....	3	<u>AFRICA</u>	
Belgium.....	99	Egypt.....	2
British Isles:		Africa (British).....	92
England.....	6,209	Africa (not British).....	11
Northern Ireland.....	190		
Irish Free State.....	105	<u>OCEANIA</u>	
Scotland.....	1,355	Australia.....	550
Wales.....	121	New Zealand.....	315
Lesser Isles.....	29	Fiji Islands.....	15
Iceland.....	3	Hawaii.....	195
Denmark.....	67		
Spain.....	13	<u>NORTH AMERICA</u>	
France.....	290	United States.....	317
Greece.....	8	Newfoundland.....	140
Hungary.....	14	St. Pierre and Miquelon.....	117
Italy.....	14		
Norway.....	56	<u>CENTRAL AMERICA</u>	
Netherlands.....	61	Mexico.....	4
Poland.....	13	Bermuda.....	144
Portugal.....	8	Bahamas.....	17
Roumania.....	4	Barbados.....	15
Sweden.....	20	Jamaica.....	51
Switzerland.....	52	Trinidad.....	12
Czechoslovakia.....	8	Other British West Indies....	18
Turkey.....	1	Cuba.....	3
Union of Soviet Socialist		Haiti.....	1
Republics.....	3	Other West Indies (not British)	1
Yugoslavia.....	1	Other Central American	
Other European Countries.....	1	Countries.....	7
		<u>SOUTH AMERICA</u>	
<u>ASIA</u>		Argentina.....	1
China.....	595	Guiana (British).....	6
Japan.....	498	Peru.....	4
Korea.....	8	Other South American	
Formosa.....	5	Countries.....	1
Hong Kong.....	163	Country not given.....	143
British India.....	176		
Ceylon.....	3		
Palestine.....	3		
Persia.....	4		

AUTOMOBILES ON 60-DAY AND 6-MONTH PERMITS ENTERING CANADA FOR TOURING PURPOSES VIA THE UNITED STATES BOUNDARY DURING 1935 AND 1936, CLASSIFIED ACCORDING TO STATE OR COUNTRY OF REGISTRATION.

State	Cars on 60-day Permits		Cars on 6-month Permits		Country	Cars on 60-day Permits		Cars on 6-month Permits	
	1936	1935	1936	1935		1936	1935	1936	1935
Alabama	581	493	-	3	Alaska	49	31	-	1
Arizona	638	453	6	6	Australia	6	1	-	-
Arkansas	418	386	7	-	Bahamas	5	4	-	-
California	26,808	18,637	66	46	Belgium	1	-	-	-
Colorado	1,929	1,463	1	4	Brazil	-	1	-	-
Connecticut	16,760	13,295	21	29	British West Indies	2	1	-	-
Delaware	901	782	2	1	Canal Zone	61	29	-	-
District of Columbia	4,968	3,729	7	9	Ceylon	1	-	-	-
Florida	4,097	3,505	41	56	Chile	1	-	-	-
Georgia	1,550	1,537	3	5	China	2	1	-	1
Idaho	1,765	1,324	13	15	Colombia	2	-	-	-
Illinois	36,466	28,499	46	41	Cuba	37	19	-	-
Indiana	12,826	9,752	9	9	Dominican Republic	-	1	-	-
Iowa	5,290	4,558	4	1	Dutch West Indies	1	3	-	-
Kansas	2,416	1,929	2	1	England	38	11	1	1
Kentucky	2,327	1,783	3	5	France	4	4	-	-
Louisiana	670	588	1	-	Germany	3	-	-	-
Maine	47,546	41,260	10	14	Great Britain	17	7	-	-
Maryland	4,722	3,979	11	17	Haiti	2	2	-	-
Massachusetts	57,997	48,279	110	84	Hawaii	275	110	1	4
Michigan	259,583	215,336	339	256	Holland	-	3	-	-
Minnesota	20,162	15,835	16	11	Honduras	-	3	-	-
Mississippi	407	373	1	3	Hong Kong	2	-	-	-
Missouri	5,266	3,975	4	7	Honolulu	6	2	-	1
Montana	5,609	4,355	21	7	Italy	1	-	-	-
Nebraska	2,179	1,789	5	2	Jamaica	-	2	-	-
Nevada	340	192	3	2	Japan	1	-	-	-
New Hampshire	17,113	14,517	2	9	Manila	3	1	-	-
New Jersey	23,373	19,912	39	41	Mexico	78	50	-	-
New Mexico	314	159	-	1	Newfoundland	20	8	-	-
New York	289,741	241,391	197	189	Panama	21	17	1	-
North Carolina	1,241	993	5	4	Paraguay	1	-	-	-
North Dakota	9,494	7,452	9	3	Peru	4	-	-	-
Ohio	61,577	46,814	115	78	Philippine Islands	15	6	-	-
Oklahoma	1,776	1,635	3	2	Puerto Rico	17	16	-	1
Oregon	6,447	4,478	12	9	Switzerland	2	-	-	1
Pennsylvania	51,616	38,952	107	83	U. S. Agr.	1	1	-	-
Rhode Island	8,948	7,402	6	8	U. S. Fisheries	1	-	-	1
South Carolina	485	375	-	1	U. S. Government	-	2	-	-
South Dakota	1,091	837	7	-	U. S. Army	-	1	-	-
Tennessee	1,397	1,188	3	3	Venezuela	1	3	-	-
Texas	2,770	2,492	4	5	West Indies	1	2	-	-
Utah	1,234	872	-	-	Not specified	-	9	-	-
Vermont	99,943	85,875	3	4					
Virginia	2,889	1,820	4	2					
Washington	73,256	55,485	41	30					
West Virginia	2,282	1,666	5	4					
Wisconsin	10,601	7,931	5	6					
Wyoming	442	334	1	1					
	1,192,251	970,666	1,320	1,117		684	351	3	11

Source, Monthly Returns, Department of National Revenue.

APPENDIX 3.

VISITORS TO THE NATIONAL PARKS OF CANADA. (1)

Parks	1926-27	1927-28	1928-29	1929-30	1930-31
Banff	136,663	166,521	236,801	217,781	188,443
Buffalo	11,718	12,679	18,454	18,853	12,537
Elk Island	13,320	16,138	18,968	22,611	30,138
Fort Anne	14,000	15,000	16,000	18,000	18,000
Ft. Beausejour	-	-	-	-	11,972
Georgian Bay Is.	-	-	-	-	1,000
Glacier	3,000	3,000	1,000	1,000	1,000
Jasper	17,657	12,000	14,000	15,458	13,783
Kootenay	51,526	26,151	33,238	51,772	43,125
Mt. Revelstoke	10,000	8,000	8,800	8,000	5,000
Nemiskam	100	100	50	100	42
Point Pelee	54,500	45,400	50,100	83,200	104,000
Prince Albert	-	500	5,118	10,131	17,164
Riding Mountain	-	-	-	-	12,028
St. Lawrence Is.	20,000	20,000	18,000	20,000	15,000
(x) Vidal's Point	7,650	8,032	15,050	17,400	-
Waterton Lakes	16,237	15,547	26,002	48,592	44,827
Yoho	35,000	10,514	27,140	26,431	23,291
Total	391,371	359,582	488,721	559,329	541,350

(x) Abolished 1930.

Parks	1931-32	1932-33	1933-34	1934-35	1935-36
Banff	183,946	139,669	132,264	142,774	143,162
Buffalo	13,461	12,527	12,631	12,992	11,133
Elk Island	29,986	39,165	47,487	53,769	44,767
Fort Anne	17,000	14,000	14,000	13,176	13,229
Fort Beausejour	12,000	5,728	5,614	4,500	3,848
Georgian Bay Is.	3,760	4,682	6,780	5,919	5,521
Glacier	1,000	1,000	1,000	1,000	1,000
Jasper	11,025	15,308	13,489	10,757	10,981
Kootenay	43,128	34,924	32,798	44,747	40,447
Mt. Revelstoke	6,000	5,000	6,000	6,000	6,024
Nemiskam	52	25	21	25	15
Point Pelee	150,380	162,785	149,380	207,892	259,040
Prince Albert	29,537	27,007	19,126	21,108	21,292
Riding Mountain	38,329	53,103	91,652	100,035	93,895
St. Lawrence Is.	15,000	15,000	15,000	15,000	12,700
Waterton Lakes	43,391	35,334	32,844	36,765	47,777
Yoho	18,220	17,093	13,688	34,319	56,963
Total	616,215	582,350	593,774	710,778	771,794

(1) Compiled by the Lands, Parks and Forests Branch, Department of Mines and Resources.

APPENDIX 4.

RETURNS FROM UNITED STATES DEPARTMENT OF COMMERCE QUESTIONNAIRES
TO UNITED STATES TOURISTS IN CANADA, 1936.

	Year	Number of Returns	Number of Days	Number of Persons	Amount Spent -\$	Miles Motored
<u>MOTORISTS</u>						
48 - hour Permits		196	268	654	3,498	22,148
Average per car	1936		1.37	3.34	17.85	113.0
" " "	1935	245	1.15	3.27	16.49	186.6
24 - hour Permits						
Average per car	1934	175	1	2.99	9.23	171.5
" " "	1933	113	1	2.90	7.63	186.5
" " "	1932	165	1	3.30	11.95	180.9
" " "	1931	116	1	3.00	13.28	123.9
" " "	1930	200	1	3.55	13.61	109.7
" " "	1929	140	1	3.17	15.74	111.2
" " "	1928	94	1	3.40	15.33	-
60 - day Permits		583	3,884	1,748	43,842	383,614
Average per car	1936		6.66	3.0	75.20	658.0
" " "	1935	963	7.42	3.07	96.57	615.2
" " "	1934	818	6.31	2.99	72.32	559.4
" " "	1933	479	5.67	2.83	59.80	487.3
" " "	1932	692	8.26	3.01	106.25	584.3
" " "	1931	621	5.88	2.99	101.83	551.4
" " "	1930	913	5.64	3.08	110.39	468.8
" " "	1929	569	6.08	3.17	144.60	487.8
" " "	1928	1,200	9.62	3.20	156.35	-
6 - month Permits		5	325	17	2,250	11,700
Average per car	1936		65.0	3.4	450	2,340
" " "	1935	11	27.64	3.45	430.09	927.9
" " "	1934	9	35.44	3.66	422.22	2,416.7
" " "	1933	14	43.50	3.00	234.07	1,300.0
" " "	1932	13	85.08	4.00	581.92	1,432.2
than " " "	1928	27	72.60	2.81	560.00	-
<u>OTHER MOTORISTS</u>						
<u>RAIL</u>		495	7,274	735	35,821	
Average	1936		9.9		48.74	
	1935	1,292	13.71	1,882	60.91	
<u>STEAMER</u>		76	785	130	6,162	
Average	1936		6.0		47.40	
	1935	656	7.75	1,048	52.93	
<u>RAIL AND STEAMER</u>		111	1,575	204	16,258	
Average	1936		7.7		79.70	
	1935	152	14.08	208	89.88	

APPENDIX 5.

RESIDENTS OF CANADA COMING TO THE UNITED STATES
1936, JUNE-OCTOBER. (SUNDAYS AND WEDNESDAYS) (1)

Method of Transportation	Perm. Imm.	Commuters				Visitors - No cards				Total and Percent
		Working		Intermittent		Aliens Over 24 hours	US. Cs. Over 24 hours	Aliens Less than 24 hrs.	US. Cs. Less than 24 hrs.	
		Aliens	US. Cs.	Aliens	US. Cs.					
Automobile	463	28,104	10,124	5,242	4,474	88,634	9,631	524,230	27,386	698,288 77.9
Ferry	100	9,206	3,912	1,313	1,100	11,445	842	114,293	4,124	146,335 16.3
Foot & Misc. Conveyances	-	-	-	-	-	402	36	20,451	176	21,065 2.3
Steamer	127	-	-	2	-	6,686	172	13,748	33	20,768 2.3
Train	62	11	5	33	9	5,174	319	1,658	86	7,357 .8
Stage	14	-	-	1	-	1,992	35	1,036	26	3,104 .4
Air	-	-	-	-	-	6	-	4	-	10
Private Yt.	-	-	-	-	-	-	1	-	-	1
<hr/>										
TOTAL	766	37,321	14,041	6,591	5,583	114,339	11,036	675,420	31,831	896,928
Per Cent	0.1	4.2	1.6	0.7	0.6	12.7	1.2	75.3	3.6	100.0

(1) Sampling conducted by the United States Immigration Service.

APPENDIX 6.

RETURNS FROM DOMINION BUREAU OF STATISTICS QUESTIONNAIRE TO CANADIAN TOURISTS WHO
TRAVELLED TO THE UNITED STATES BY AUTOMOBILE, 1936.

	Days	Persons	Total Ex- penditure	Merchandise Declared		Miles motored in the United States
				Non- dutiable	Dutiable	
Cars which remained in the United States 48 hours or less			\$	\$	\$	
First 100 returns.....	147	289	1,667	105	34	18,940
Second 100 returns.....	135	325	1,628	197	21	13,681
Third 100 returns.....	155	310	1,812	43	53	27,426
Last 88 returns.....	140	281	1,494	84	12	11,393
Total 388 returns.....	577	1,205	6,601	429	120	71,440
Ave. 388 returns, 1936....	1.49	3.10	17.01	1.10	0.31	184
" 330 returns, 1935....	1.54	3.27	15.11		0.19	262
" 230 returns, 1934....	1	3.8	8.74		0.13	97
" 225 returns, 1933....	1	3.84	6.58		0.12	98
" 128 returns, 1932....	1	3.96	5.64		0.08	96
" 235 returns, 1931....	1	3.72	5.90		0.26	83
" 359 returns, 1929....	1	3.92	6.79		0.21	60
Cars which remained in the United States from 5-60 days -						
First 100 returns.....	970	367	11,513	1,125	79	84,108
Second 100 returns.....	708	386	9,915	847	35	67,644
Third 100 returns.....	761	307	8,531	1,162	13	76,818
Fourth 100 returns.....	777	286	8,543	1,057	-	91,484
Fifth 100 returns.....	742	336	9,505	1,221	122	89,872
Sixth 100 returns.....	777	312	9,086	859	40	101,031
Seventh 100 returns.....	989	346	11,792	1,111	33	175,611
Eighth 100 returns.....	812	315	10,083	1,030	-	87,531
Ninth 100 returns.....	936	312	9,323	1,016	107	154,898
Last 39 returns.....	406	125	6,983	662	17	43,699
Total 939 returns.....	7,878	3,092	95,274	10,090	446	972,696
Ave. 939 returns, 1936....	8.39	3.29	101.46	10.74	0.47	1,036
" 825 returns, 1935....	8.89	3.24	97.08		0.79	1,121
" 900 returns, 1934....	7.10	3.39	74.32		1.26	874
" 878 returns, 1933....	6.73	3.48	68.73		1.01	873
" 417 returns, 1932....	7.07	3.47	79.78		.63	856
" 453 returns, 1931....	7.98	3.14	95.66		2.43	1,118
" 1,166 returns, 1929....	8.17	3.50	119.64		1.85	957
Cars which remained in the United States more than 60 days -						
3 returns.....	269	11	3,005	130	200	3,800
Ave. 3 returns, 1936....	89.7	3.67	1,002	43.33	66.67	1,267
" 3 returns, 1935....	84.6	3.3	1,155		-	6,200
" 2 returns, 1934....	115.0	5.0	1,000		51	2,500
" 2 returns, 1933....	88.0	3.0	1,650		250	6,000
" 3 returns, 1932....	68.0	3.7	1,875		83	4,666
" 5 returns, 1931....	96.7	2.7	2,184		127	6,000
" 5 returns, 1929....	90.8	3.0	2,151		162	9,240
Total 1,330 returns, 1936....	8,724	4,308	104,880	10,649	766	1,047,936
Ave. 1,330 returns, 1936....	6.56	3.24	78.86	8.01	0.57	788
" 1,158 returns, 1935....	6.99	3.24	76.46		0.62	889
" 1,132 returns, 1934....	6.05	3.48	63.53		1.11	719
" 1,105 returns, 1933....	5.71	3.56	58.94		1.19	724
" 548 returns, 1932....	5.98	3.59	72.29		0.95	699
" 691 returns, 1931....	5.99	3.34	74.20		2.23	787
" 1,530 returns, 1929....	6.76	3.6	99.80		1.99	778

APPENDIX 7.

RETURNS FROM DOMINION BUREAU OF STATISTICS QUESTIONNAIRE TO CANADIAN TOURISTS TO THE UNITED STATES WHO TRAVELLED BY RAIL OR STEAMER, 1936.

Mode of Travel	Number of Persons	Length of Stay Days	Total Ex- penditure \$	Average Length of Stay Days	Average Ex- penditure during Stay \$	Average Ex- penditure per person per day \$
<u>RAIL</u>						
First 100 returns	131	5,213	18,832	39.79	143.76	3.61
Second " "	141	5,670	20,208	40.21	143.32	3.56
Third " "	140	2,586	10,774	18.47	76.96	4.17
Fourth " "	138	1,783	5,701	12.92	41.31	3.20
Fifth " "	145	2,405	6,002	16.59	41.39	2.50
Sixth " "	138	1,572	4,844	11.39	35.10	3.08
Seventh " "	142	2,268	7,328	15.97	51.61	3.23
Eighth " "	146	1,832	6,248	12.55	42.79	3.41
Total 800 returns	1,121	23,329	79,937	20.81	71.31	3.43
" 427 returns in 1935	593	10,557	39,817	17.80	67.15	3.77
<u>STEAMER</u>						
First 100 returns	152	2,733	4,935	17.98	32.47	1.81
Last 34 "	51	405	1,200	7.94	23.53	2.96
Total 134 returns	203	3,138	6,135	15.46	30.22	1.96
" 71 returns in 1935	96	981	2,909	10.22	30.00	2.97
<u>RAIL AND STEAMER</u>						
55 returns	72	1,905	7,168	26.46	99.55	3.76
27 returns in 1935	37	938	2,724	25.35	73.62	2.90
<u>TOTAL RAIL, STEAMER AND COMBINATION OF</u>						
989 returns in 1936	1,396	28,372	93,240	20.32	66.79	3.29
525 " " 1935	726	12,476	45,450	17.18	62.60	3.64

APPENDIX 8.

RETURNS FROM DOMINION BUREAU OF STATISTICS QUESTIONNAIRE TO CANADIAN TOURISTS TO OVERSEAS COUNTRIES, 1935.

	Length of Stay Days	Expenditures			Merchandise on which Duty Paid	Steamship Fare and Incidental Expenditures Aboard Ship			
		Total	United Kingdom	Other Countries		Total	Canadian	British	Foreign
		\$	\$	\$	\$	\$	\$	\$	\$
First Class									
First 100 persons	6,147	112,222	63,345	29,542	3,638	34,342	18,837	7,402	8,103
Last 29 "	2,303	41,439	22,885	11,819	480	11,599	7,677	3,322	600
Total 129 "	8,450	153,661	86,230	41,361	4,118	45,941	26,514	10,724	8,703
Average "	65.50	1,191.17	668.45	320.63	31.92	356.13	205.53	83.13	67.47
Average 103 " in 1933	72.57	1,001.78			28.41	341.22			
Cabin Class									
First 100 persons	7,235	74,504	50,134	10,876	1,479	27,084	13,569	11,395	2,120
Last 34 "	2,810	29,695	17,727	7,575	140	10,188	4,072	5,416	700
Total 134 "	10,045	104,199	67,861	18,451	1,619	37,272	17,641	16,811	2,820
Average "	74.96	777.60	506.43	137.69	12.08	278.15	131.65	125.46	21.04
Average 182 " in 1933	71.07	674.13			13.29	227.05			
Tourist Class									
First 100 persons	7,418	52,767	33,278	10,158	378	20,937	9,365	10,159	1,415
Second 100 "	7,461	52,423	29,076	10,446	366	21,616	11,644	8,115	1,857
Third 100 "	7,103	57,149	31,494	14,065	469	20,305	12,105	6,710	1,490
Fourth 100 "	7,179	49,671	30,171	9,008	230	20,337	11,914	6,405	2,018
Last 50 "	5,475	24,733	15,805	3,238	168	10,568	5,462	4,716	590
Total 450 "	32,636	236,743	139,824	46,915	1,611	93,763	50,490	36,105	7,168
Average "	72.52	526.10	310.72	104.26	3.58	208.36	112.20	80.25	15.95
Average 777 " in 1933	70.19	465.24			4.62	175.35			
Third Class									
First 100 persons	8,221	35,775	23,126	2,992	233	15,677	8,693	5,912	1,072
Second 100 "	7,273	32,760	22,131	1,955	444	14,108	7,993	5,507	608
Third 100 "	8,177	35,421	23,034	5,145	139	15,599	7,051	6,525	2,023
Last 74 "	5,714	21,842	14,056	2,152	132	11,385	5,209	5,355	821
Total 374 "	29,385	125,798	82,347	12,244	948	56,769	28,946	23,299	4,524
Average "	78.57	336.38	220.18	32.74	2.53	151.79	77.40	62.30	12.10
Average 589 " in 1933	76.48	310.45			1.64	131.83			
Miscellaneous									
Total 26 persons	1,957	11,445	7,710	3,296	176	4,152	269	2,233	1,650
Average "	75.27	440.19	296.54	126.77	6.77	159.62	103.46	85.88	63.46
Tourist, Third and Miscellaneous									
Total 850 persons	63,978	373,986	229,881	62,455	2,735	154,684	79,605	61,637	13,342
Average "	73.27	439.98	270.45	73.48	3.22	181.98	93.77	72.51	15.70
Average 1,364 " in 1933	72.90	398.63			3.34	156.62			