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DOMINION BUREAU OF STATISTICS

CANADA'S TOURIST TRADE

1937



OTTAWA
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DOMINION BUREAU OF STATISTICS
OTTAWA - CANADA

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CANADA'S TOURIST TRADE

1937

Travel which might properly be termed tourist travel was known even in the ancient Greek and Roman worlds but until modern times such travel was effectually limited by the difficulties and dangers involved.

The widespread application of mechanization to the sphere of transportation in the nineteenth and twentieth centuries made possible a tremendous expansion. The progressive improvement in railway and steamship facilities and the development of new forms of transportation such as the automobile and the airplane have revolutionized the speed, ease and cheapness of travel. Along with this improvement in the mechanics of transportation have come other developments - added leisure due to more efficient methods of production, the breaking down of racial and other barriers, the redistribution of wealth as a result of the Great War - with the result that travel, formerly the prerogative of the wealthy classes, has become, to a great extent, a movement of the masses. Perhaps no single phenomenon better reflects the new and higher standard of living in the twentieth century than the extent to which people in general now enjoy the educational and recreational advantages of travel.

The development of the automobile has been of peculiar significance to Canada, a country of great distances, bordered for thousands of miles by the more densely populated United States where automobile ownership is the greatest in the world. While practically all countries contribute to the annual flow of travel to and from Canada, our tourist trade relations are chiefly with the United States. Such an international exchange of visitors as now annually crosses the thousands of miles of Canadian-United States boundary constitutes a phenomenon without parallel. This is, however, not surprising. The people in both countries have similar habits, tastes, and customs, a common language and many interlocking business interests. Travel between the two countries is facilitated, too, by numerous lines of easy communication and by the absence of passport and other irksome restrictions common abroad.

Canada's holiday attractions constitute an asset which vies with her farms, forests, factories and mines in importance and prospects. The diversity of natural features from coast to coast, the spell of a new and uncrowded country where great modern resorts compete in appeal with vast regions of primeval freshness, countless lakes, rivers, mountains and forests providing unrivalled opportunities for sport and recreation, the quaint charm of French Quebec, and since 1934 "the Dionnes" are but a few of the many attractions which attract millions of visitors each year.

The tourist movement, because of its relation to the problem of distribution is extremely important. The tourist is a consumer of goods and of services which in the modern economy tend to assume greater relative importance. The effects of tourist

expenditures are spread over many different industries and filter through many channels to merchants, farmers, labourers and others, while through hunting and fishing licences, amusement and other taxes and in many indirect ways they help to swell government revenues. Tourists represent a potential market for Canadian and imported merchandise as yet little exploited.

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 having the same effect thereon as the export of additional commodities would have; instead of sending goods and services to consumers abroad with the attendant difficulties of surmounting tariff walls, etc. the consumers 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 must buy from other countries or to pay interest on foreign loans. In 1937 Canada exported some \$295,000,000 worth of scenery, pleasure, etc. through tourists who visited here. No other single export even approached this in importance. It was, in fact, greater than the combined exports of wheat and newsprint in 1937.

It must be remembered, of course, that the net profits arising from the temporary transfer of tourists' spending power to Canada are considerably less than the above figures would indicate. Considerable capital expenditures have been made on highways, hotels and other facilities which, however, are not designed solely for tourist service. Canadians also do considerable travelling abroad, leaving in 1937, it is estimated, some \$124,000,000 in other countries. Nevertheless, Canada had a very favourable balance which was an important factor in maintaining health in our outside financial relations.

Apart from the revenue which Canada derives directly from tourist trade there are important indirect results. First hand knowledge of the country and its resources serves to stimulate the demand for its products and is likely to increase the supplies of new capital for investment.

Nor should the value of Canada's tourist trade be appraised solely in terms of economic benefits. There are social and political results also that are extremely important. The more widely diffused knowledge of the culture, interests and difficulties of other nations, which results from the intermingling of peoples leads to a broader and richer social and intellectual life for all, while the mutual understanding which springs from such contacts is an invaluable source of international goodwill.

The business of attracting tourists has become highly organized. Transportation companies, automobile associations, hotels, tourist bureaus and various municipal and private enterprises engage in the work of publicity abroad and provide assistance to tourists while in the country. In many countries this work is a direct state activity. In August 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.

Tourist statistics of even approximate accuracy are extremely difficult of attainment. Visitors to Canada and Canadians who travel abroad 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. To obtain from each of these persons information as to where he went, how long he stayed, how much he spent, etc. would be impossible. Tourist expenditures like many other items in a country's international balance sheet are "invisible" imports or exports and must, of necessity, be estimated. Not only are the basic data in many cases inadequate or unreliable but the tourist statistician is further hampered by the fact that the desired information must be obtained with as little trouble to the tourist as possible since undue questioning is likely to annoy and repel the visitors the country is endeavouring to attract.

A statistical study of Canada's tourist trade is presented in the following pages. While many of the details are estimates and, therefore, subject to revision, care has been taken to base them upon as complete and reliable information as can be secured. Constant efforts are made to secure a wider and more representative sampling as well as to obtain a more precise delimitation of the various classes to which the sample data must be applied. It is felt that our technique has improved from year to year and that the margin of error in our estimates tends to become less.

The value of Canada's tourist trade 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 in other countries totalled approximately \$122,000,000. With the shrinking incomes and other concomitants of the depression which ensued, there were successive declines to the low point of 1933 when the expenditures of foreign tourists totalled only \$117,000,000 while those of Canadians abroad totalled \$51,000,000. The downward trend was reversed in 1934, when aggregate outlays were at a somewhat higher level. During 1935 and 1936 recovery was more rapid and in 1937 the estimated expenditures of foreign tourists in Canada fell but little below, while the expenditures of Canadians abroad surpassed those of the peak year.

EXPENDITURES IN CANADA OF TOURISTS FROM OTHER COUNTRIES.

Visitors to Canada may be divided into two broad classes (1) persons from overseas countries and (2) persons arriving via the United States boundary. The latter may be subdivided according to the various methods of transportation used, whether automobile, rail, steamer, ferry, airplane, bus, etc. The estimated expenditures of tourists in these categories during the calendar years 1936 and 1937 were approximately as follows:

Table 1. - Estimated Expenditures in Canada of Tourists # from Other Countries.

	<u>1 9 3 7</u>	<u>1 9 3 6</u>
	\$	\$
1. <u>From Overseas Countries -</u>	16,972,000	12,946,000
2. <u>From the United States -</u>		
<u>By Automobile</u>		
<u>Cars on Tourist Permit</u>		
48 - hour	\$ 51,495,000	\$ 45,550,000
60 - day	129,226,000	107,364,000
6 - month	611,000	595,000
Total	181,332,000	153,509,000
<u>By Rail</u>	53,697,000	49,877,000
<u>By Steamer</u>	16,054,000	14,967,000
<u>Other Visitors (Ferry, airplane, bus, etc.)</u>	26,627,000	20,000,000
TOTAL	294,682,000	251,299,000

The term tourist is used in this study in a broad sense as comprising persons who travel in foreign countries for pleasure, business, health, education and various other reasons.

1. Tourists from Overseas Countries.

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. Such entries in 1937 numbered 15,115, an increase of 17 per cent over the preceding year. Passengers travelling first or cabin class numbered 8,782 as compared with 7,791 in 1936 while other classes (tourist, third, etc. numbered 6,333 as compared with 5,133. Comparative figures of non-immigrant arrivals via ocean ports in the years 1929 - 37 are shown below.

Table 2. - Non-immigrant Arrivals by Ocean Ports

Class of Steamship Passage	1937	1936	1935	1934	1933	1932	1931	1930	1929
Saloon or First)	8,782	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.)	6,333	5,133	4,919	4,500	4,018	4,381	5,408	4,288	4,707
Total	15,115	12,924	12,227	11,531	9,650	10,755	12,229	12,578	13,472

Of the visitors arriving via Canadian ocean ports in 1937, 9,133 came from the British Isles, 375 from France, 289 from Germany and 642 from other European countries, while 674 came from China, 691 from Japan, 800 from Australia and 495 from New Zealand. For further details see appendix 3.

No direct information concerning the expenditures of these visitors is available, but it is assumed that they are somewhat higher than the corresponding expenditures of similar classes of Canadian travellers to overseas countries since the latter include considerable numbers of British born and foreign born on visits home in consequence of which their expenses for subsistence are materially lessened. An average rate of \$1,200 was applied to cabin or first class passengers and an average rate of \$700 to those travelling tourist, third, etc. The total expenditures of cabin or first class passengers, therefore, are estimated at \$10,539,000, and of "other" passengers at \$4,433,000. To account for the expenditures of overseas visitors arriving via certain United States ports and not included in Canadian immigration records a further \$4,000,000 was added. A deduction of \$2,000,000 was made for fares paid to foreign ships. The total revenue to Canada from overseas tourists, therefore, is estimated at \$16,972,000 as compared with \$12,946,000 in 1936.

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. Divisions must be made according to method of travel, length of stay and in some cases, purpose of travel. 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 developing a more satisfactory approach to the numerous problems involved.

Visitors to Canada cross the international boundary by automobile, bus, railway, steamer, ferry, airplane and on foot.

(a) By Automobile. - The major part of the tourist traffic between Canada and the United States consists of travel by motor car. 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 issued. Cars on 60-day permits, the most important class numbered 1,383,130 in 1937, an increase of 15.9 per cent over the preceding year. Cars on 48-hour permits increased 8.6 per cent to 3,127,352 and cars on 6-months' permits increased 2.6 per cent to 1,358. The number of entries in each group during the years 1930 - 37 was as follows:

Table 3. - Foreign Automobiles Imported into Canada for Touring Purposes.

	1937	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 - 37 (1)</u>								
<u>Entering by Ports in -</u>								
Maritime Provinces	656,376	558,611	495,799	127,630	108,571	234,922	241,076	243,375
Quebec	237,543	247,620	222,209	204,679	199,313	222,801	244,770	268,538
Ontario	2,120,710	1,967,623	1,814,728	1,949,207	1,844,643	2,497,384	2,834,427	3,470,589
Manitoba	36,661	30,835	27,518	24,136	22,241	31,999	30,144	35,043
Saskatchewan	18,345	18,019	17,511	15,421	13,287	16,098	19,629	20,577
Alberta	15,800	18,124	14,540	13,483	11,651	17,720	26,592	24,345
British Columbia	41,917	39,433	40,636	39,092	33,712	49,466	42,854	47,633
Canada	3,127,352	2,880,265	2,632,941	2,373,648	2,233,418	3,070,390	3,439,492	4,110,100
<u>Admitted for a Period not exceeding 60 days</u>								
<u>Entering by Ports in -</u>								
Maritime Provinces	70,746	60,408	51,762	53,016	45,124	53,268	60,662	57,876
Quebec	338,164	302,369	259,628	220,885	237,007	313,243	400,748	380,020
Ontario	827,355	696,552	559,042	523,155	494,304	552,011	857,095	693,607
Manitoba	17,471	15,168	13,273	10,656	9,455	11,593	14,451	15,891
Saskatchewan	6,230	6,458	5,456	4,605	4,412	4,632	4,855	5,734
Alberta	8,750	7,414	5,690	4,648	3,713	3,854	5,362	6,174
British Columbia	114,414	104,566	76,166	70,906	69,121	94,366	126,580	137,728
Canada	1,383,130	1,192,935	971,017	887,871	863,136	1,032,967	1,469,753	1,297,030
<u>Admitted for a Period not exceeding Six Months</u>								
<u>Entering by Ports in -</u>								
Maritime Provinces	272	226	210	50	80	61	72	70
Quebec	70	40	56	70	65	102	417	1,412
Ontario	867	852	747	138	150	191	198	407
Manitoba	20	18	14	23	4	12	13	93
Saskatchewan	53	54	16	1	2	6	3	289
Alberta	9	24	4	4	2	1	-	-
British Columbia	67	109	81	43	30	47	41	57
Canada	1,358	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 1,383,130 cars entering Canada on 60-day tourist permits in 1937, 1,382,366 were from continental United States, 275 from Hawaii, 64 from Alaska, while 41 came from Newfoundland, and 126 from Mexico. The majority of the United States cars came from the states bordering on Canada although every state in the Union was represented. Of the United States cars 23.5 per cent came from New York, 23.1 per cent from Michigan, 8 per cent from Vermont and 5.9 per cent from Washington. For further details see appendix 2.

The expenditures involved in tourist travel between the United States and Canada are greater than those involved in travel between any other two countries in the world. The estimated expenditures of visitors to Canada via the United States boundary in 1929 totalled \$295,585,000, but this was followed by a steady decline to the low point of \$109,361,000 in 1933. Since then expenditures have risen each year and in 1937 totalled \$277,710,000, an increase of 16.6 per cent over 1936. These estimates are based on statistics of border crossings together with data on average expenditures obtained through questionnaire sampling.

Since 1928 the United States Department of Commerce and the Dominion Bureau of Statistics have collected annual data on per car expenditures in Canada and the United States, respectively, of their automobile tourists, through the use of post card questionnaires handed out by border officials. The distribution methods are designed to ensure appropriate seasonal sampling and also wide geographic sampling. The data from the returned questionnaires are compiled by the respective Governments and exchanged and these and other available data are considered in deciding the average expenditure rates which are applied to the different classes of motorists. Summarized statements of the questionnaire results appear in appendixes 5, 7 and 8.

Generally higher outlays were reported by tourists in 1937 than in 1936 although towards the end of the year there was some tendency to curtail the rate of spending and the volume of travel also fell somewhat below expectations. The average expenditure per car of motorists entering Canada on 48-hour permits, as reported on the questionnaires was \$18.55 as compared with \$17.85 in 1936. This average was applied to the number of cars in this class with the exception of those entering along the New Brunswick border whose expenditures, because of shorter than average stay and other reasons, were estimated at a lower rate.^(x) The total expenditures of motorists entering on 48-hour permits are, therefore, estimated at \$51,495,000 as compared with \$45,550,000 in 1936.

The average expenditure rate computed from the questionnaire returns received by the United States Department of Commerce from motorists on 60-day permits was \$93.43 as compared with the adjusted rate of \$90 adopted by the Department of Commerce in 1936. The application of this average to the 1,383,130 cars in this class gives an estimated total expenditure for the class of \$129,226,000 as compared with \$107,364,000 the previous year.

The sampling of 6-month cars in 1937 was considered inadequate. As the number of cars in this class is small and the effect on the total expenditure estimate slight in any case, the average rate of \$450, reported in 1936, was used, and the expenditures of the class, therefore, estimated at \$611,000 as compared with \$595,000 the previous year.

(x) 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 \$18.55 per car was applied to 40 per cent of the 656,376 cars entering New Brunswick on 48-hour permits in 1937 and an average rate of \$2.00 per car to the remainder.

The estimated expenditures in Canada of United States motorists, according to province of entry, in 1936 and 1937 were as follows:

Table 4. - Estimated Expenditures in Canada of United States Motorists on Tourist Permit Entering Canada by Ports in the Various Provinces.

	<u>1937</u>	<u>1936</u>
	\$	\$
Maritime Provinces	12,390,000	9,646,000
Quebec	36,033,000	31,651,000
Ontario	117,029,000	98,195,000
Manitoba	2,321,000	1,924,000
Saskatchewan	946,000	927,000
Alberta	1,115,000	1,002,000
British Columbia	11,498,000	10,164,000
Total	<u>181,332,000</u>	<u>153,509,000</u>

It should be noted that the above expenditures are not necessarily made in the province of entry since each car may, and many do, visit other provinces before leaving the country. 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.

Tourist permits are issued by the Department of National Revenue for automobiles whose occupants enter Canada solely for the 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 numbered 59,535 in 1936 and 69,530 in 1937. The expenditures of many persons in the above classes exercise precisely the same effect on Canada's balance of payments as do those of motorists entering on tourist permit. Such expenditures are included in the estimate "Expenditures of Other Visitors" (see pages 4 and 9).

(b) By Rail and Steamer. - Previous to 1936 the volume of rail and steamer travel between the United States and Canada was estimated on the basis of data furnished by the principal railway and steamship companies. These estimates had certain limitations, the chief being that the proportions of Canadian and American residents, respectively, in the totals could not be estimated with certainty. Late in 1935 the recording of non-immigrant entries into Canada from the United States, according to the method of transportation, was inaugurated by the Canadian Immigration Authorities. Entries by train and boat during 1936 and 1937 were as follows:

Table 5. - Tourist entries from the United States by Train and Boat ⁽¹⁾
1936 and 1937

	Train		Boat	
	1937	1936	1937	1936
Nova Scotia	-	-	38,184	35,970
New Brunswick	20,934	21,328	18,307	14,096
Quebec	145,051	131,694	7,726	6,121
Ontario	656,227	615,441	86,260	75,343
Manitoba	17,381	16,355	2	-
Saskatchewan	15,216	14,238	-	-
Alberta	474	577	5,722	6,661
British Columbia	39,674	31,652	111,029	111,017
Yukon	-	-	336	243
Total	894,957	831,285	267,566	249,451

(1) Exclusive of ferry.

During the past three years the United States Department of Commerce and the Dominion Bureau of Statistics have sampled the expenditures of rail and steamer travellers by questionnaire. The 1937 United States' questionnaires yielded an average expenditure rate per person for rail travellers of \$59.70 and for steamer travellers \$75.30. Because of difficulties incidental to the distribution of a new type of questionnaire the results have not been entirely satisfactory and various collateral data as well as the questionnaire results were considered in estimating the expenditures involved in this type of travel. Hence the average expenditure rate of \$60 per person adopted for both classes represents some adjustment of the questionnaire averages. On this basis the expenditures of rail travellers in 1937 are estimated at \$53,697,000 and of the steamer travellers at \$16,054,000. Similar estimates for 1936 were \$49,877,000 and \$14,967,000, respectively.

(c) By Bus, Ferry, Airplane, etc. - As stated above, the expenditures of many persons entering Canada on travellers' vehicle permits exercise precisely the same effect on our balance of international payments as do the expenditures of motorists entering on tourist permits. With the data at present available, however, 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, e.g., by bus, ferry, etc. It is impossible with existing data to separate travellers by bus, ferry, etc. into residents of Canada and the United States, respectively. Since immigration officers record total crossings it is possible, however, to establish a broad residual class comprising travellers other than those listed in the preceding sections of this study. The number of visitors to Canada via the United States boundary, other than motorists on tourist permit and rail and steamer travellers, is estimated to have been in the neighbourhood of 3,550,000 in 1937 and their expenditures are placed tentatively at \$26,627,000 as compared with \$20,000,000 in 1936. Both the United States Department of Commerce and the Dominion Bureau of Statistics are distributing a more detailed questionnaire in 1938 and it is hoped to collect more adequate data regarding this type of travel.

Thus the total value of tourist expenditures in Canada in 1937 is estimated at \$294,682,000 as compared with the revised estimate of \$251,299,000 for 1936.

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 in foreign countries, estimated on a similar basis to those in the preceding section, are shown below.

Table 6. - Estimated Expenditures of Canadian Tourists in Foreign Countries.

	<u>1 9 3 7</u>	<u>1 9 3 6</u>
	\$	\$
<u>Overseas Countries</u>	22,335,000	21,336,000
<u>The United States -</u>		
<u>By Automobile</u>	48,893,000	43,811,000
<u>By Rail and Steamer</u>	24,194,000	21,253,000
<u>By Bus, Ferry, Airplane, etc.</u>	29,000,000	24,000,000
TOTAL	<u>124,422,000</u>	<u>110,400,000</u>

1. Overseas Countries.

The estimates of Canadian tourist expenditures in overseas countries are based chiefly 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 1937 aggregated 32,559 as compared with 33,899 in 1936. Cabin or first class passengers increased from 8,956 to 9,517, but there was a decline of over 7 per cent in the number of passengers travelling tourist, third, etc. classes as compared with the previous year when the Vimy Pilgrimage caused a large increase in this class of travel. Comparative figures for the years 1929 - 37 are shown below:

Table 7. - Returned Canadians via Ocean Ports.

<u>Class of Steamship Passage</u>	<u>1937</u>	<u>1936</u>	<u>1935</u>	<u>1934</u>	<u>1933</u>	<u>1932</u>	<u>1931</u>	<u>1930</u>	<u>1929</u>
Saloon or First)		2,266	3,054	2,989	2,707	2,887	2,738	3,284	2,815
Cabin)	9,517	6,690	5,399	5,202	5,073	5,388	5,892	8,948	11,253
Tourist, Third, etc.	23,042	24,943	19,699	19,428	19,626	22,902	21,333	26,191	26,292
Total	32,559	33,899	28,152	27,619	27,406	31,177	29,963	38,423	40,360

In 1937 a questionnaire asking for information as to individual expenditures, length of time abroad, class of steamship accommodation, etc. was mailed by this Bureau to each of some 3,000 persons who had applied for passports for overseas travel, the names being selected at random from the records of the Dominion Passport Office. 854 returns covering 1,212 persons were received in time to be included in this survey. The results are shown in detail in appendix 10.

On the basis of the questionnaire results, average expenditure rates of \$1,000 for first or saloon class passengers and \$530 for other classes were used, the resulting expenditure estimates being \$9,517,000 for the former and \$12,212,000 for the latter. A further \$6,606,000 was added as the estimated expenditure of Canadians returning from overseas visits via certain United States ports. To cover payments to Canadian ships a deduction of \$6,000,000 was made. The expenditures of Canadian tourists in overseas countries are therefore estimated at \$22,335,000 as compared with \$21,336,000 in 1936.

2. The United States.

(a) By Automobile. - The number of Canadian automobiles exported to the United States for touring purposes, as reported by the Department of National Revenue was used as the basis of this estimate. Comparative figures for the years 1930 - 37 are shown in the following table.

Table 8. - Canadian Automobiles Exported for Touring Purposes.

	1937	1936	1935	1934	1933	1932	1931	1930
<u>Cars leaving by Ports in -</u>								
Maritime Provinces	23,591	17,402	13,780	9,271	7,920	5,587	9,437	6,944
Quebec	181,674	159,059	155,417	116,435	96,718	91,148	132,576	140,684
Ontario	273,865	264,535	247,452	194,012	164,795	149,418	234,077	275,385
Manitoba	20,208	16,879	21,464	16,403	13,387	9,762	14,469	15,299
Saskatchewan	11,836	9,812	7,420	5,875	6,678	4,613	8,145	9,875
Alberta	7,549	6,945	4,982	3,444	2,368	1,750	2,819	2,939
British Columbia	237,706	215,042	208,744	168,412	125,266	114,579	135,332	143,998
Canada	756,429	689,674	659,259	513,852	417,132	376,857	536,855	595,124

There is no subdivision of the Canadian permits according to length of stay as in the case of foreign cars entering Canada for touring purposes. The United States immigration authorities merely take up and hold the Canadian motorists' re-entry permit (unless he intends to re-enter by another frontier port) or issue yearly permits to Canadian border residents enabling them to cross daily. It is, therefore, impossible to secure averages for the various classes of Canadian tourists on the basis of time spent in the United States. However, information as to the length of stay is asked on the questionnaires distributed to these persons (see appendix 7) and assuming an adequate sampling some account is, therefore, taken of the relative importance of Canadian motor travel in the United States, on the basis of length of stay.

Sample data concerning the expenditures of Canadian motorists in the United States were collected by means of postcard questionnaires handed by customs officials to Canadian motorists proceeding to the United States. The results are shown in detail in appendix 7.

The average expenditure per car of the 1,462 car owners who reported in 1937 was \$80.17 an increase of 1.7 per cent over the \$78.86 rate reported by 1,330 car owners in 1936. The higher average expenditure may be attributed partly to an increase in the average length of stay from 6.56 days in 1936 to 7.31 days in 1937 and partly to the generally better economic conditions which prevailed during the greater part of the year.

Applying the average rate to the number of cars exported for touring in 1937, with the exception of those exported via British Columbia ports for which an adjustment was made (1), the resulting estimate for the expenditures of motorists leaving Canada on tourist permits is \$48,893,000 as compared with \$43,811,000 in 1936. Further details are shown in table 9.

Table 9. - Estimated Expenditures in the United States of Canadian Motorists on Tourist Permit Leaving Canada by Ports in the Various Provinces (2)

	<u>1 9 3 7</u>	<u>1 9 3 6</u>
	\$	\$
Maritime Provinces	1,891,000	1,372,000
Quebec	14,565,000	12,543,000
Ontario	21,956,000	20,861,000
Manitoba	1,620,000	1,331,000
Saskatchewan	949,000	774,000
Alberta	605,000	548,000
British Columbia (1)	7,307,000	6,382,000
Total	<u>48,893,000</u>	<u>43,811,000</u>

- (1) A large proportion of the Canadian cars exported via British Columbia ports consists of local cars on short trips to neighbouring United States points with stays of short duration. A further large proportion represents short "in transit" travel through the United States of B.C. and other Canadian cars since the easiest way to reach many British Columbia points 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, are, undoubtedly, much below the general average. Allowance for these factors was made in estimating the expenditures of Canadian cars leaving via B.C. ports. The average expenditure rate (\$19.14) reported for cars with stays of 48 hours or less was applied to 85 per cent (202,050) of the Canadian cars proceeding outwards from B.C. ports and the average rate (\$96.47) for cars with stays of 3 - 60 days to the remainder.
- (2) Motorists leaving by each province are not necessarily residents of the province specified. It cannot be safely assumed, therefore, that the difference between the provincial figures in tables 4 and 9 represents revenue accruing to the respective provinces.

(b) By Rail and Steamer. - The number of Canadian tourists to the United States in 1937 who travelled by rail or steamer is estimated at approximately 403,227. This figure was arrived at by subtracting the number of tourist entries from the United States by rail and steamer, as reported by the Canadian immigration authorities, (see page 9) from the figures supplied by railway and steamship companies as to total travel between the two countries over their lines. Some collateral information concerning this and other types of Canadian travel to the United States is furnished by a semi-weekly sampling conducted by the United States Immigration Service during the past two years. (See appendix 6)

In 1937, as in the two previous years, the Dominion Bureau of Statistics, with the cooperation of the Immigration Branch of the Department of Mines and Resources, sampled this type of travel by questionnaire. Some 10,000 questionnaires were distributed by immigration officers to Canadian travellers returning from the United States by rail or steamer. The response to this questionnaire was small, only 776 compilable returns being received.

The average expenditure reported by rail travellers was \$56.91 as compared with \$71.31 last year, of steamer travellers \$32.29 as compared with \$30.22 and for rail, steamer and combination of the two, \$53.17 as compared with \$66.79. For each class the reported average length of stay was considerably lower than the previous year, a fact which more than accounted for the apparent drop in expenditures. Because of the small number of returns and of certain defects in the distribution of the questionnaires there was some doubt as to the representative character of the sample. Available collateral information did not indicate a decided drop in the average length of stay or in the rate of spending as compared with the previous year. An adjustment was made, therefore, in the questionnaire averages and an average rate of \$60 per person used in estimating the expenditures of these travellers. The 1936 estimate was revised on the same basis.

A more detailed questionnaire form is being distributed this year with envelopes provided to ensure that the information will be kept confidential. Efforts are also being made to secure better geographical and seasonal distribution and it is hoped by these means to secure a more representative and adequate sampling of these types of travel.

(c) By Bus, Ferry, Airplane, etc. - In addition to the classes listed under (a) and (b) above, Canadians travel to the United States by bus, ferry, airplane or on foot. The movement of Canadian border residents over the international boundary in the course of a year is very heavy, reaching an estimated 10,000,000 in 1937. The United States undoubtedly exercises a greater attraction for the Canadian border resident, because of its greater size and larger cities, than does Canada for the United States border resident. The above number includes the frequent or daily crossings of workmen and other persons who cannot be classed as tourists in even the broadest sense of the word. Also included, however, are the crossings of persons for business or pleasure. While such visits are often for very short periods and the expenditures involved are, in many cases, small or even negligible, yet in the mass they reach considerable proportions and, insofar as their effect upon the country's balance of payments is concerned, are properly included among tourist expenditures. 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 involved are inadequate.

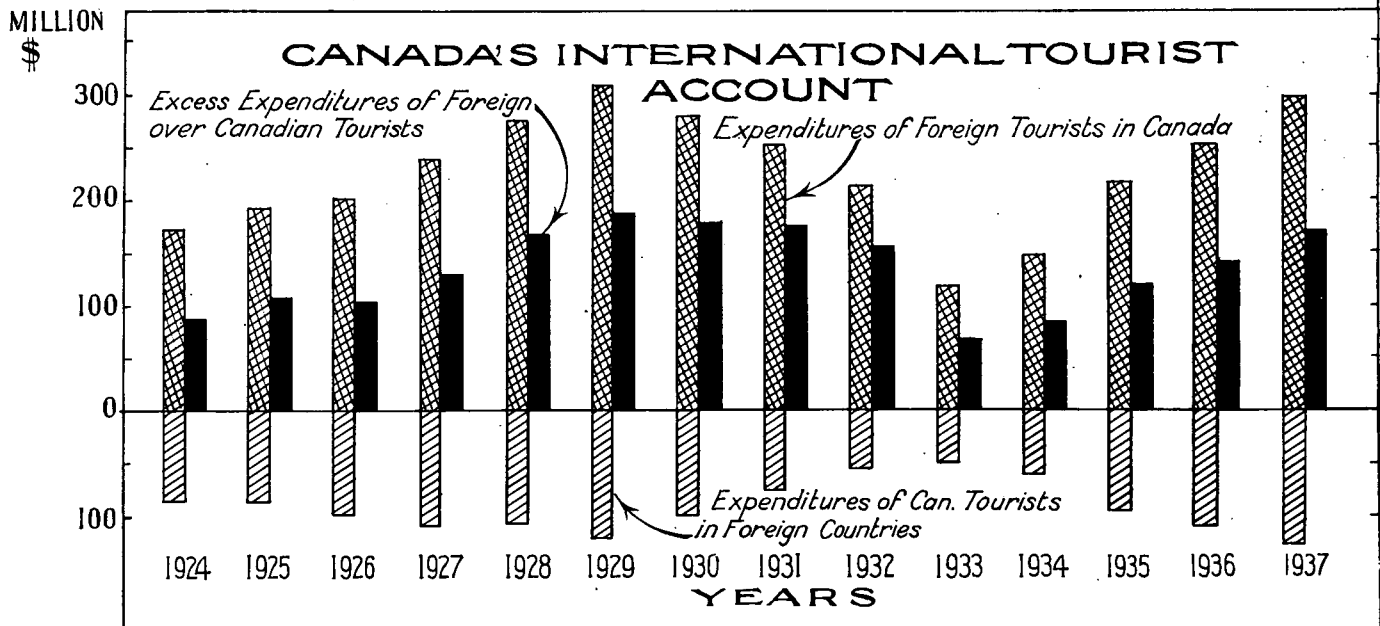
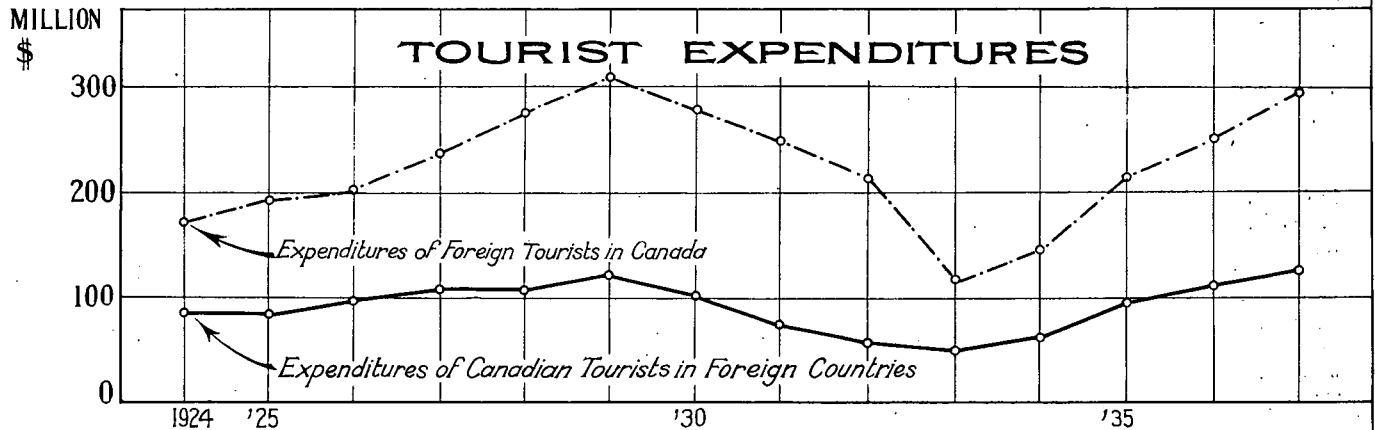
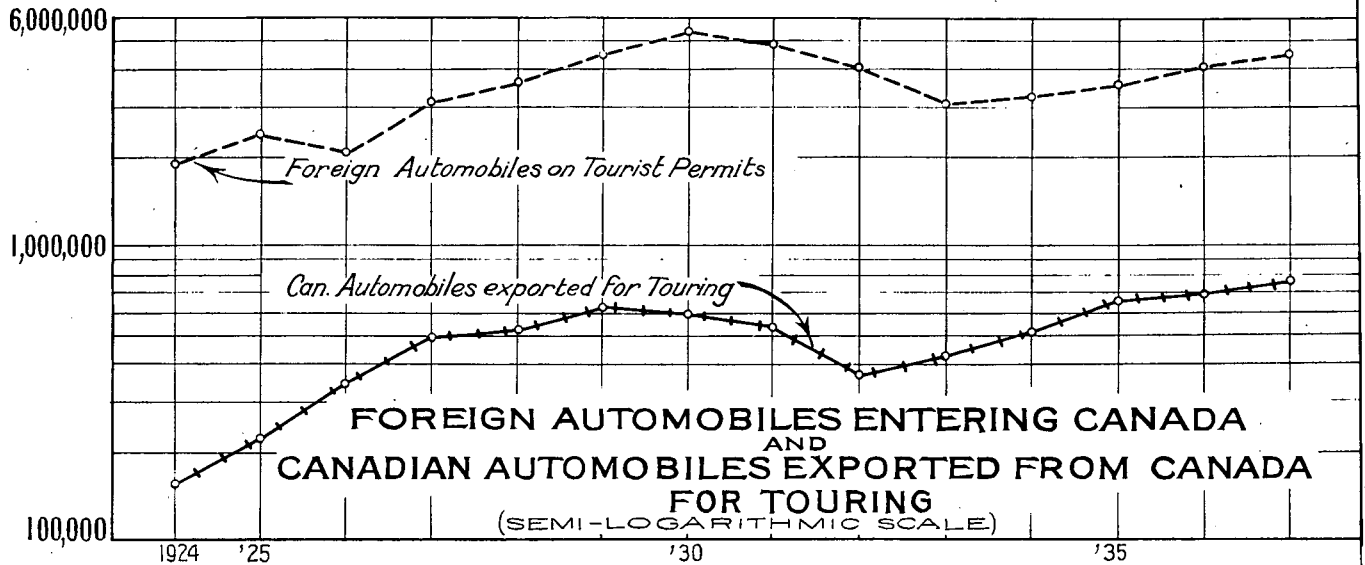
Tentative estimates of \$24,000,000 in 1936 and \$29,000,000 in 1937 have been made for the expenditures in the United States of Canadian visitors other than those dealt with under sections (a) and (b) above, although these are to be regarded merely as convenient arbitrary figures until more adequate data become available.

Total Canadian tourist expenditures in other countries are thus estimated at approximately \$124,422,000 in 1937 as compared with \$110,400,000 in 1936 and the estimated favourable balance accruing to Canada on tourist trade account, therefore, at \$170,260,000 as compared with \$140,899,000 the previous year.

Table 10. - Estimated Expenditures in Canada of Tourists from Other Countries,
Estimated Expenditures of Canadian Tourists in Foreign Countries
and Net Balance in Favour of Canada, 1924-37.

Year	Estimated Expenditures in Canada of Tourists from Foreign Countries	Estimated Expenditures of Canadian Tourists in Foreign Countries	Net Balance in Favour of Canada
	\$	\$	\$
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	95,600,000	119,178,000
1936	251,299,000	110,400,000	140,899,000
1937	294,682,000	124,422,000	170,260,000

TRENDS IN THE TOURIST MOVEMENT, 1924-37



APPENDIX I

Number of Foreign Automobiles Admitted into Canada for Touring Purposes during the Calendar Year 1937, for periods of 48 hours or less, between 48 hours and 60 days and between 60 days and 6 months; also the Number of Canadian Automobiles Exported for touring Purposes in the same year

P O R T	Admitted for period not exceeding 48 hours	Admitted for period not exceeding 60 days	Exceeding 60 days and not more than six months	Canadian automobiles exported for touring purposes	P O R T	Admitted for period not exceeding 48 hours	Admitted for period not exceeding 60 days	Exceeding 60 days and not more than six months	Canadian automobiles exported for touring purposes
NOVA SCOTIA					QUEBEC				
Annapolis Royal	-	-	8	-	Abercorn	12,433	6,613	2	1,550
Digby	-	-	-	-	Armstrong	1,617	18,164	-	2,529
Halifax	-	92	1	24	Baldwin's Mills	364	-	-	4
Truro	-	16	7	-	Beebe	25,533	1,757	-	1,183
Yarmouth	-	2,692	214	177	Cantic	1,183	46,896	37	20,417
TOTAL	-	2,800	230	201	Clarenceville	1,717	3,818	-	1,995
PRINCE EDWARD ISLAND					Comin's Mills	6,156	10,460	-	2,279
Charlottetown	-	-	-	-	Covey Hill	287	2,028	1	771
Souris	-	-	-	-	Dundee	8,287	2,168	-	1,722
Summerside	-	-	-	-	Estcourt	2	39	-	4
TOTAL	-	-	-	-	Franklin Centre	-	1,819	-	650
NEW BRUNSWICK					Freightsburg	5,484	3,367	1	1,596
Andover	24,831	5,627	-	1,261	Glen Sutton	6,101	11,960	-	741
Aroostook Jct.	499	108	-	31	Hemmingford	5,851	3,727	-	6,164
Bloomfield	2,532	346	-	63	Henrysburg	2,446	10,860	1	8,453
Campo Bello	837	79	11	279	Herdman	3,814	3,124	-	4,728
Centreville	11,644	2,456	-	572	Hereford Road	20,359	3,360	-	11,057
Clair	28,559	2,175	-	959	Highwater	15,720	16,240	20	4,993
Connors	167	106	-	16	Jamieson's Lines	1,485	1,058	-	1,765
Debec	-	1	-	-	Lac Frontier	841	534	-	550
Edmundston	70,407	7,580	2	3,636	Lacolle	4,870	26,194	-	28,508
Forest City	3,103	99	-	58	Leadville	108	18	-	218
Fosterville	2,943	245	-	205	Mansonville	783	150	-	146
Four Falls	2,543	693	-	137	Monk	-	-	-	-
Gillespie Portage	4,000	1,591	-	348	Montreal	-	169	-	198
Grand Falls	10,325	4,226	-	1,206	Morasses Line	806	977	-	336
Green River	279	185	-	3	North Derby	638	4	-	2
Lord's Cove	338	243	1	373	Noyan	2,245	14,312	-	4,952
Milltown	33,498	593	-	323	Phillipsburg	1,920	73,170	-	25,468
McAdam Jct.	-	2	-	-	Pigeon Hill	324	370	-	126
North Head	1	152	-	57	Quebec	-	115	-	36
Richmond Road	28,072	7,198	-	2,194	Rock Island	63,304	36,522	-	19,339
River de Chute	7,786	1,050	-	123	Roxham Road	296	1,574	-	2,135
St. Andrews	2	722	-	195	Stanhope	10,978	16,444	-	6,546
St. Croix	13,826	2,688	2	827	Stanhope (Old High'y)	188	12	-	12
St. Hilaire	51	43	-	-	St. Armand	474	1,855	-	235
Saint John	-	609	24	56	St. Pamphile	-	-	6	-
St. Leonard	10,360	7,251	2	3,014	St. Regis	8,499	102	-	127
St. Stephen	397,067	21,567	-	7,356	St. Zacharie	289	491	2	101
Union Corner	2,706	231	-	73	Trout River	9,511	13,781	-	19,440
Upper Mills	-	79	-	25	Woburn	12,630	3,912	-	598
Woodstock	-	1	-	-	TOTAL	237,543	338,164	70	181,674
TOTAL	656,376	67,946	42	23,390	ONTARIO				
					Aultsville	81	361	-	400
					Brockville	2,705	8,899	83	2,872
					Cobourg	-	67	-	6
					Cornwall	15,552	8,173	22	9,719

APPENDIX I - con.

Number of Foreign Automobiles Admitted into Canada for Touring Purposes during the Calendar Year 1937, for Periods of 48 hours or less, between 48 hours and 60 days and between 60 days and 6 months; also the Number of Canadian Automobiles Exported for Touring Purposes in the same year. - con

P O R T	Admitted for period not exceeding 48 hours	Admitted for period not exceeding 60 days	Exceeding 60 days and not more than six months	Canadian automobiles, exported for touring purposes	P O R T	Admitted for period not exceeding 48 hours	Admitted for period not exceeding 60 days	Exceeding 60 days and not more than six months	Canadian automobiles exported for touring purposes
ONTARIO - con					SASKATCHEWAN - con.				
Courtright	2,306	954	12	529	Monchy	292	241	47	815
Port Erie	725,826	190,293	162	61,534	Northgate	3,953	1,793	-	1,412
Port Frances	9,337	5,861	-	1,928	North Portal	6,140	1,544	-	2,672
Port William	-	180	-	-	Ratcliffe	256	111	-	148
Gananoque	575	6,534	107	1,161	Regway	369	665	1	1,031
Kingston	-	507	-	104	Shaunavon	-	-	-	-
Kingsville	-	-	-	-	Treelon	253	266	4	800
Morrisburg	1,559	5,085	10	2,984	West Poplar River	380	9	-	471
Niagara Falls	578,779	177,785	1	91,069	Willow Creek	117	156	-	247
Pigeon River	-	17,276	4	5,031	TOTAL	18,345	6,230	53	11,836
Port Arthur	-	-	-	10					
Port Dover	-	-	-	-	ALBERTA				
Port Lambton	4,211	1,482	5	1,090	Aden	201	47	-	206
Port Stanley	1	424	-	33	Cardston	124	34	-	28
Prescott	7,499	9,310	4	8,125	Carway	1,709	3,409	-	3,688
Rainy River	1,860	736	-	519	Chief Mountain	3,414	3,171	-	1,124
Rockport	689	6,527	19	1,119	Coutts	9,924	1,936	9	2,293
Sarnia	32,046	57,522	304	16,184	Lethbridge	-	-	-	-
Sault Ste. Marie	17,770	13,641	88	3,385	Whiskey Gap	222	36	-	78
Sombra	2,631	867	-	554	Wild Horse	206	117	-	132
Toronto	-	502	1	120	TOTAL	15,800	8,750	9	7,549
Walkerville	58,093	12,116	2	4,902					
Walpole Island	1,393	375	-	283	BRITISH COLUMBIA				
Windsor	657,797	301,878	43	60,204	Aldergrove	5,779	4,246	-	13,252
TOTAL	2,120,710	827,355	867	273,865	Boundary Bay	3,284	5,254	-	27,449
					Bridgesville	-	250	-	368
MANITOBA					Carson	3,085	1,234	-	647
Courtright	720	187	-	101	Cascade City	4,592	2,489	12	2,496
Coulter	592	460	-	544	Douglas	3,103	16,754	-	20,769
Crystal City	1,017	135	-	235	Huntingdon	5,313	9,226	-	28,852
Emerson	16,934	13,232	13	15,753	Kingagate	1,472	3,644	-	7,501
Goodlands	533	208	1	429	Midway	1,602	137	-	624
Gretna	9,033	342	-	205	Myncester	-	-	-	-
Haskett	903	224	-	160	Nelway	-	1,885	-	3,414
Lena	1,345	892	1	1,025	Newgate	61	56	-	238
Lyleton	399	3	-	39	New Westminster	-	19	1	4
Piney	1,210	139	-	250	Osoyoos	1,223	3,570	14	15,329
Snowflake	775	135	-	250	Pacific Highway	4,205	52,042	-	92,812
South Junction	1,203	187	-	195	Paterson	-	1,249	-	6,711
Sprague	-	1	-	-	Rossville	556	430	1	186
Turtle Mountain	519	995	5	802	Rykerts	3,025	1,176	35	5,195
Windygates	1,478	331	-	220	Sidney	-	1,798	-	977
TOTAL	36,661	17,471	20	20,208	Silver Heights	244	-	-	8,031
					Similkameen	118	54	2	279
SASKATCHEWAN					Stewart	4,255	-	-	-
Beaubier	19	22	-	189	Vancouver	-	294	-	72
Big Beaver	952	324	-	357	Victoria	-	8,607	2	2,500
East Poplar River	241	7	-	309	Waneta	-	-	-	-
Elmore	1,701	172	-	298	TOTAL	41,917	114,414	67	237,706
Estevan	2,559	434	1	2,530					
Fairlawn	45	21	-	64	GRAND TOTAL				
Marionthal	1,068	465	-	493		3,127,352	1,383,130	1,358	756,429

APPENDIX 2.

Automobiles on 60-Day and 6-Month Permits Entering Canada for Touring Purposes via the United States Boundary During 1935, 1936 and 1937, 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		
	1937	1936	1935	1937	1936	1935		1937	1936	1935	1937	1936	1935
Alabama	747	581	493	1	-	3	Other Countries						
Arizona	656	638	453	5	6	6	North America						
Arkansas	556	418	386	-	7	-	Newfoundland	41	20	8	-	-	-
California	28,385	26,808	18,637	44	66	46	Central America						
Colorado	2,351	1,929	1,463	2	1	4	Bermuda	1	-	-	-	-	-
Connecticut	21,062	16,760	13,295	31	21	29	Bahamas	8	5	4	-	-	-
Delaware	1,167	901	782	1	2	1	British West Indies	4	2	1	-	-	-
District of Columbia	4,761	4,968	3,729	13	7	9	Cuba	56	37	19	1	-	-
Florida	4,837	4,097	3,505	50	41	56	Dominican Republic	2	-	1	-	-	-
Georgia	1,680	1,550	1,537	1	3	5	Dutch West Indies	1	1	3	-	-	-
Idaho	2,056	1,765	1,324	14	13	15	Haiti	-	2	2	-	-	-
Illinois	42,931	36,466	28,499	36	46	41	Honduras	2	-	3	-	-	-
Indiana	15,939	12,826	9,752	6	9	9	Jamaica	4	-	2	-	-	-
Iowa	6,313	5,290	4,558	4	4	1	Mexico	126	78	50	1	-	-
Kansas	2,898	2,416	1,929	-	2	1	Panama	40	23	17	-	1	-
Kentucky	2,709	2,327	1,783	3	3	5	West Indies	-	1	2	-	-	-
Louisiana	826	670	588	2	1	-	South America						
Maine	55,327	47,546	41,260	17	10	14	Argentina	1	-	-	-	-	-
Maryland	5,600	4,722	3,979	15	11	17	Brazil	2	-	1	-	-	-
Massachusetts	63,240	57,997	48,279	110	110	84	Chile	-	1	-	-	-	-
Michigan	319,360	259,583	215,336	359	339	256	Colombia	1	2	-	-	-	-
Minnesota	23,624	20,162	15,835	10	16	11	Paraguay	-	1	-	-	-	-
Mississippi	593	407	373	-	1	3	Peru	-	4	-	-	-	-
Missouri	5,841	5,266	3,975	6	4	7	Venezuela	1	1	3	-	-	-
Montana	5,722	5,609	4,355	26	21	7	Other South America	1	-	-	-	-	-
Nebraska	2,499	2,179	1,789	1	5	2	Europe						
Nevada	398	340	192	-	3	2	Belgium	-	1	-	-	-	-
New Hampshire	17,084	17,113	14,517	5	2	9	England	22	38	11	-	1	1
New Jersey	28,186	23,373	19,912	56	39	41	France	1	4	4	-	-	-
New Mexico	311	314	159	1	-	1	Germany	4	3	-	-	-	-
New York	324,399	289,741	241,391	285	197	189	Great Britain	-	17	7	1	-	-
North Carolina	1,418	1,241	993	4	5	4	Holland	1	-	3	-	-	-
North Dakota	10,071	9,494	7,452	6	9	3	Italy	-	1	-	-	-	-
Ohio	75,773	61,577	46,814	75	115	78	Portugal	1	-	-	-	-	-
Oklahoma	1,956	1,776	1,635	2	3	2	Spain	1	-	-	-	-	-
Oregon	7,407	6,447	4,478	7	12	9	Switzerland	1	2	-	-	-	1
Pennsylvania	63,352	51,616	38,952	87	107	83	Asia						
Rhode Island	10,625	8,948	7,402	4	6	8	Ceylon	-	1	-	-	-	-
South Carolina	714	485	375	2	-	1	China	2	2	1	-	-	1
South Dakota	1,131	1,091	837	5	7	-	Hong Kong	4	2	-	-	-	-
Tennessee	1,633	1,397	1,188	1	3	3	Japan	-	1	-	-	-	-
Texas	3,329	2,770	2,492	4	4	5	Oceania						
Utah	1,273	1,234	872	1	-	-	Australia	1	6	1	-	-	-
Vermont	110,922	99,943	85,875	8	3	4	New Zealand	2	-	-	-	-	-
Virginia	2,825	2,889	1,820	1	4	2	Africa						
Washington	81,167	73,256	55,485	28	41	30	South Africa	1	-	-	-	-	-
West Virginia	2,684	2,282	1,666	5	5	4	Country not specified	-	-	9	-	-	-
Wisconsin	13,501	10,601	7,931	8	5	6							
Wyoming	527	442	334	-	1	1							
	1,382,366	1,192,251	970,666	1,352	1,320	1,117							
U. S. Government	2	2	4	-	-	1							
Alaska	64	49	31	-	-	1							
Hawaii	275	281	112	2	1	5							
Philippines	16	18	7	1	-	-							
Puerto Rico	15	17	16	-	-	1							
Panama Canal Zone	60	61	29	-	-	-							
	1,382,798	1,192,679	970,865	1,355	1,321	1,125		332	256	152	3	2	3

Source, Monthly Returns, Department of National Revenue.

APPENDIX 3.

Non-Immigrant Arrivals Via Ocean Ports, Classified by Country of Permanent Residence,

1936 and 1937.

	1937	1936		1937	1936
<u>Europe</u>			<u>Asia - con.</u>		
Austria	35	15	Siam	6	10
Belgium	111	99	Singapore	78	58
British Isles -			Syria	1	4
England	6,669	6,209	Turkey	1	1
Northern Ireland	279	190		<u>1,981</u>	<u>1,744</u>
Irish Free State	102	105	<u>Africa</u>		
Scotland	1,911	1,355	Africa (British)	139	92
Wales	142	121	Africa (Not British)	2	11
Lesser Isles	30	29	Egypt	2	2
Czechoslovakia	14	8		<u>143</u>	<u>105</u>
Danzig	-	1	<u>Oceania</u>		
Denmark	61	67	Australia	800	550
Estonia	2	3	Fiji Islands	43	15
Finland	14	4	Hawaii	219	195
France	375	290	New Zealand	495	315
Germany	289	222		<u>1,557</u>	<u>1,075</u>
Greece	34	8	<u>North America</u>		
Hungary	12	14	Newfoundland	137	140
Iceland	2	3	United States	377	317
Italy	19	14	St. Pierre and Miquelon	86	117
Latvia	1	3		<u>600</u>	<u>574</u>
Lithuania	2	3	<u>Central America</u>		
Luxemburg	3	3	Bahamas	13	17
Norway	116	56	Barbados	28	15
Netherlands	55	61	Bermuda	93	144
Poland	39	13	Cuba	7	3
Portugal	3	8	Haiti	-	1
Roumania	13	4	Jamaica	68	51
Russia	6	3	Other West Indies	9	18
Spain	13	13	(British)		
Sweden	15	20	Other West Indies	8	1
Switzerland	66	52	(not British)		
Yugoslavia	5	1	Mexico	8	4
Other European Countries	-	1	Trinidad	16	12
	<u>10,437</u>	<u>8,998</u>	Other Central American		
<u>Asia</u>			Countries	8	7
British India	201	176		<u>258</u>	<u>273</u>
Ceylon	14	3	<u>South America</u>		
China	674	595	Argentina	-	1
Dutch East Indies	71	148	Brazil	4	-
East Indies, n.o.s.	20	36	British Guiana	7	6
Formosa	5	5	Chile	1	-
Hong Kong	177	163	Ecuador	1	-
Japan	691	498	Peru	2	4
Korea	11	8	Venezuela	3	-
Palestine	5	3	Other South American		
Persia	-	4	Countries	1	1
Philippines	26	32		<u>19</u>	<u>12</u>
			Country not given	<u>120</u>	<u>143</u>

A P P E N D I X 4

Visitors to the National Parks of Canada. (1)

Parks	1926-7	1927-8	1928-9	1929-30	1930-1	1931-2
Banff	136,663	166,521	236,801	217,781	188,443	183,946
Buffalo	11,718	12,679	18,454	18,853	12,537	13,461
Elk Island	13,320	16,138	18,968	22,611	30,138	29,986
Fort Anne	14,000	15,000	16,000	18,000	18,000	17,000
Fort Beausejour	-	-	-	-	11,972	12,000
Georgian Bay Is.	-	-	-	-	1,000	3,760
Glacier	3,000	3,000	1,000	1,000	1,000	1,000
Jasper	17,657	12,000	14,000	15,458	13,783	11,025
Kootenay	51,526	26,151	33,238	51,772	43,125	43,128
Mt. Revelstoke	10,000	8,000	8,800	8,000	5,000	6,000
Nemiskam	100	100	50	100	42	52
Point Pelee	54,500	45,400	50,100	83,200	104,000	150,380
Prince Albert	-	500	5,118	10,131	17,164	29,537
Riding Mountain	-	-	-	-	12,028	38,329
St. Lawrence Is.	20,000	20,000	18,000	20,000	15,000	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	43,391
Yoho	35,000	10,514	27,140	26,431	23,291	18,220
Total	391,371	359,582	488,721	559,329	541,350	616,215

(x) Abolished 1930.

Parks	1932-3	1933-4	1934-5	1935-6	1936-7
Banff	139,669	132,264	142,774	143,162	178,940
Buffalo	12,527	12,631	12,992	11,133	10,557
Elk Island	39,165	47,487	53,769	44,767	46,295
Fort Anne	14,000	14,000	13,176	13,229	16,364
Fort Beausejour	5,728	5,614	4,500	3,848	20,000(+)
Georgian Bay Is.	4,682	6,780	5,919	5,521	4,878
Glacier	1,000	1,000	1,000	1,000	1,200(+)
Jasper	15,308	13,489	10,757	10,981	14,659
Kootenay	34,924	32,798	44,747	40,447	53,004
Mt. Revelstoke	5,000	6,000	6,000	6,024	7,188(+)
Nemiskam	25	21	25	15	29
Point Pelee	162,785	149,380	207,892	259,040	287,900
Prince Albert	27,007	19,126	21,108	21,292	25,327
Riding Mountain	53,103	91,652	100,035	93,895	101,013
St. Lawrence Is.	15,000	15,000	15,000	12,700	16,800(+)
Waterton Lakes	35,334	32,844	36,765	47,777	59,546
Yoho	17,093	13,688	34,319	56,963	64,461
Total	582,350	593,774	710,778	771,794	908,161

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

(+) Estimated.

A P P E N D I X 5.

Returns from United States Department of Commerce Questionnaires
to United States Tourists in Canada.

	Year	Number of Returns	Days Spent in Canada	Number of Persons	Amount Spent \$	Miles Motored in Canada
<u>MOTORISTS</u>						
<u>48 - hour Permits</u>						
Average per car	1937	283	1.40	3.02	18.55	217.0
" " "	1936	196	1.37	3.34	17.85	113.0
" " "	1935	245	1.15	3.27	16.49	186.6
<u>24 - hour Permits</u>						
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	-
<u>60 - day Permits</u>						
Average per car	1937	972	7.60	3.00	93.43	719.0
" " "	1936	583	6.66	3.00	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	-
<u>6 - month Permits</u>						
Average per car	1937(x)					
" " "	1936	5	65.0	3.40	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
" " "	1928	27	72.60	2.81	560.0	-
<u>OTHER TOURISTS</u>						
<u>RAIL</u>						
Average	1937	400	-	-	59.70	-
"	1936	495	9.9	735	48.74	-
"	1935	1,292	13.71	1,882	60.91	-
<u>STEAMER</u>						
Average	1937	100	-	-	75.36	-
"	1936	76	6.0	130	47.40	-
"	1935	656	7.75	1,048	52.93	-
<u>RAIL AND STEAMER</u>						
Average	1937	49	-	-	87.56	-
"	1936	111	7.7	204	79.70	-
"	1935	152	14.08	208	89.88	-

APPENDIX 6.

Residents of Canada Entering the United States, June, 1936 - June, 1937

(Sundays and Wednesdays, With Some Exceptions) 17

Method of Transportation	Perm. Imm.	Commuters				Visitors - No Cards				Total and Percent
		Working		Intermittent		Aliens Over 24 hours	US Cs. 24 hours	Aliens Less than 24 hours	US Cs. 24 hours	
Automobile	1,435	77,506	26,320	19,097	13,787	194,565	23,320	1,410,490	73,277	1,839,797 79.4
Ferry	262	22,056	9,700	5,246	3,251	21,896	1,889	274,391	8,894	347,585 15.0
Foot and Misc. Conveyances	5	-	3	-	-	1,173	55	56,187	1,288	58,711 2.5
Steamer	232	-	-	2	-	8,377	278	13,748	33	22,670 1.0
Train	307	1,077	209	126	21	17,172	1,363	20,301	480	41,056 1.8
Stage	56	-	-	1	-	4,676	181	2,133	67	7,114 0.3
Air	6	-	-	-	-	37	2	6	1	52 2/
Bus	16	-	-	1	-	802	97	75	16	1,007 2/
Private Yacht	-	-	-	-	-	-	1	-	-	1 2/
TOTAL	2,319	100,639	36,232	24,473	17,059	248,698	27,186	1,777,331	84,056	2,317,993
Per cent	0.1	4.3	1.6	1.1	0.7	10.7	1.2	76.7	3.6	100.0

1/ Sampling conducted by United States Immigration and Naturalization Service.

2/ Less than 0.1 per cent.

A P P E N D I X 7

Returns from Dominion Bureau of Statistics Questionnaire to Canadian Tourists
Who Travelled to the United States by Automobile, 1937.

	Days	Persons	Total Expenditure	Miles motored in the United States
<u>Cars which remained in the</u> <u>United States 48 hours or less</u>				
First 100 returns	158	293	1,686	18,626
Second 100 "	155	270	1,919	30,215
Third 100 "	156	313	1,755	23,826
Last 40 "	70	114	1,148	13,208
Total 340 returns	539	990	6,508	85,875
Average 340 returns, 1937	1.59	2.91	19.14	253
" 388 " 1936	1.49	3.10	17.01	184
" 330 " 1935	1.54	3.27	15.11	262
" 230 " 1934	1	3.80	8.74	97
" 225 " 1933	1	3.84	6.58	98
" 128 " 1932	1	3.96	5.64	96
" 235 " 1931	1	3.72	5.90	83
" 359 " 1929	1	3.92	6.79	60
<u>Cars which remained in the</u> <u>United States from 3 - 60 days</u>				
First 100 returns	734	299	8,836	116,861
Second 100 "	832	302	9,566	89,697
Third 100 "	929	304	9,250	107,696
Fourth 100 "	775	273	8,889	148,422
Fifth 100 "	846	312	11,093	92,652
Sixth 100 "	869	301	8,412	131,695
Seventh 100 "	896	278	8,904	98,146
Eighth 100 "	888	333	8,987	156,790
Ninth 100 "	864	326	11,428	86,484
Tenth 100 "	957	289	8,771	155,163
Eleventh 100 "	948	306	10,815	148,743
Last 18 "	320	61	2,900	41,020
Total 1,118 returns	9,858	3,384	107,851	1,373,369
Average 1,118 returns, 1937	8.82	3.03	96.47	1,228
" 939 " 1936	8.39	3.29	101.46	1,036
" 825 " 1935	8.89	3.24	97.08	1,121
" 900 " 1934	7.10	3.39	74.32	874
" 878 " 1933	6.73	3.48	68.73	873
" 417 " 1932	7.07	3.47	79.78	856
" 453 " 1931	7.98	3.14	95.66	1,118
" 1,166 " 1929	8.17	3.50	119.64	957
<u>Cars which remained in the</u> <u>United States more than 60 days</u>				
4 returns	288	20	2,850	17,700
Average 4 returns, 1937	72	5	713	4,425
" 3 " 1936	89.7	3.67	1,002	1,267
" 3 " 1935	84.6	3.30	1,155	6,200
" 2 " 1934	115.0	5.00	1,000	2,500
" 2 " 1933	88.0	3.00	1,650	6,000
" 3 " 1932	68.0	3.70	1,875	4,666
" 5 " 1931	96.7	2.70	2,184	6,000
" 5 " 1929	90.8	3.00	2,151	9,240

A P P E N D I X 7 - con.

Returns from Dominion Bureau of Statistics Questionnaire to Canadian Tourists
Who Travelled to the United States by Automobile, 1937. - con.

	Days	Persons	Total Expenditure	Miles motored in the United States
Grand Total 1,462 returns	10,685	4,394	117,209	1,476,944
Average 1,462 returns, 1937	7.31	3.01	80.17	1,010
" 1,330 " 1936	6.56	3.24	78.86	788
" 1,158 " 1935	6.99	3.24	76.46	889
" 1,132 " 1934	6.05	3.48	63.53	719
" 1,105 " 1933	5.71	3.56	58.94	724
" 548 " 1932	5.98	3.59	72.29	699
" 691 " 1931	5.99	3.34	74.20	787
" 1,530 " 1929	6.76	3.60	99.80	778

A P P E N D I X 8.

Returns from Dominion Bureau of Statistics Questionnaire to Canadian Tourists
to the United States Who Travelled by Rail or Steamer, 1937.

Mode of Travel	Number of Persons	Length of Stay Days	Total Expen- diture \$	Average Length of stay Days	Average Expenditure during stay \$	Average Expenditure per Person per Day \$
<u>RAIL</u>						
First 100 returns	138	1,631	11,436	11.82	82.87	7.01
Second 100 "	140	2,172	8,974	15.51	64.10	4.13
Third 100 "	145	1,868	6,491	12.88	44.76	3.47
Fourth 100 "	140	1,864	6,375	13.31	45.53	3.42
Fifth 100 "	159	1,587	6,876	9.98	43.24	4.33
Sixth 100 "	147	1,848	8,624	12.57	58.67	4.67
Last 23 "	27	507	2,218	18.78	82.15	4.37
Total 623 returns	896	11,477	50,994	12.81	56.91	4.44
" 800 returns in 1936	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>						
Total 91 returns	119	1,493	3,843	12.55	32.29	2.57
" 134 returns in 1936	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>						
Total 62 returns	88	1,639	3,806	18.63	43.25	2.32
" 55 returns in 1936	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 TWO</u>						
Total 776 returns	1,103	14,609	58,643	13.24	53.17	4.01
" 989 returns in 1936	1,396	28,372	93,240	20.32	66.79	3.29
" 525 returns in 1935	726	12,476	45,450	17.18	62.60	3.64

A P P E N D I X 9

Incidental Purchases^(x) by Canadians Returning from Other Countries as Reported by
the Department of National Revenue.

		<u>1 9 3 6</u>	<u>1 9 3 7</u>
		<u>May 1 - Dec. 31</u>	<u>Jan. 1 - Dec. 31.</u>
Automobile accessories - Total Imports	\$	100,871	101,945
From United Kingdom	\$	45	102
" United States	\$	100,826	101,827
Automobile tires and tubes			
- Total Imports	\$	49,002	83,279
From United Kingdom	\$	34	320
" United States	\$	48,968	82,836
Boots and shoes			
- Total Imports	\$	303,959	643,221
From United Kingdom	\$	17,965	22,912
" United States	\$	285,091	617,139
Clothing			
- Total Imports	\$	1,755,013	3,371,105
From United Kingdom	\$	280,710	336,206
" United States	\$	1,455,924	2,975,114
Radios			
- Total Imports	\$	-	502,321(+)
From United Kingdom	\$	-	1,954(+)
" United States	\$	-	499,866(+)
Furniture and household appliances			
- Total Imports	\$	467,529	740,351
From United Kingdom	\$	21,387	33,978
" United States	\$	442,004	692,200
Miscellaneous articles - Total Imports	\$	852,265	1,591,786
From United Kingdom	\$	230,725	288,874
" United States	\$	598,878	1,235,617
Total Incidental purchases by Canadians returning from other countries			
- Total Imports	\$	3,528,639	7,034,008
From United Kingdom	\$	550,866	684,346
" United States	\$	2,931,691	6,204,599

(x) These goods are imported duty free under the \$100 tourist exemption clause.

(+) From April 1, 1937.

APPENDIX 10

Returns from Dominion Bureau of Statistics Questionnaire to Canadian Tourists to Overseas Countries, 1937.

Class of Steamship Passage	Number of Persons	Length of Stay	Expenditures				Steamship Fare and Incidental Expenditures Aboard Ship			
			Total	In United Kingdom	In Other Countries	Country not Specified	Total	Canadian	British	Foreign
			\$	\$	\$	\$	\$	\$	\$	\$
Cabin or First Class										
First 50 returns	79	5,028	87,116	38,340	16,384	3,652	28,740	16,936	5,849	5,955
Second 50 "	91	6,355	79,815	39,472	10,133	1,550	28,660	12,759	14,126	1,775
Third 50 "	79	4,993	78,704	32,884	16,127	5,622	24,071	11,967	10,334	1,770
Fourth 50 "	86	5,474	90,321	34,003	25,034	1,416	29,868	16,227	7,145	6,496
Total	335	21,850	335,956	144,699	67,678	12,240	111,339	57,889	37,454	15,996
Average 335 persons, 1937		65.22	1,002.85	431.94	202.02	36.54	332.35	172.80	111.80	47.75
" 263 " 1935		70.32	980.46				316.39	167.87	104.70	43.82
Tourist Class										
First 50 returns	66	5,249	43,031	22,643	4,904	375	15,109	8,794	5,693	622
Second 50 "	62	4,557	42,287	19,081	9,314		13,892	6,418	5,604	1,870
Third 50 "	67	4,455	38,447	16,503	5,033	1,921	14,990	7,339	6,468	1,183
Fourth 50 "	61	4,026	39,271	16,040	7,071	2,120	14,040	7,768	5,479	793
Fifth 50 "	74	6,983	40,980	16,705	6,292	1,704	16,279	6,707	7,356	2,216
Sixth 50 "	72	5,210	49,507	21,319	9,949	2,096	16,143	6,315	6,408	3,420
Last 9 "	11	604	8,842	3,958	1,278	300	3,306	475	2,097	734
Total	413	31,084	262,365	116,249	43,841	8,516	93,759	43,816	39,105	10,838
Average 413 persons, 1937		75.26	635.27	281.48	106.15	20.62	227.02	106.09	94.69	26.24
Average 450 " 1935		72.52	526.10				208.36	112.20	80.23	15.93
Third Class										
First 50 returns	70	5,601	35,474	13,997	8,176	650	12,651	6,574	3,678	2,399
Second 50 "	77	5,757	27,896	13,694	2,230	300	11,672	5,913	5,013	746
Third 50 "	69	5,380	28,536	13,671	4,439		10,426	4,402	5,290	734
Fourth 50 "	66	6,021	29,851	15,376	3,001	1,015	10,459	3,951	5,076	1,432
Fifth 50 "	68	5,447	26,077	11,002	3,125	1,341	10,609	5,183	4,891	535
Sixth 50 "	66	5,130	30,409	15,634	3,832	260	10,683	5,442	4,390	851
Total	416	33,336	178,243	83,374	24,803	3,566	66,500	31,465	28,338	6,697
Average 416 persons, 1937		80.13	428.47	200.42	59.62	8.57	159.86	75.64	68.12	16.10
Average 374 " 1935		78.57	336.36				151.79	77.40	62.30	12.09
Freighter, etc.										
45 returns	48	3,754	25,878	11,384	5,765	400	8,329	1,579	5,449	1,301
Average 48 persons, 1937		78.21	539.13	237.17	120.10	8.33	173.52	32.90	113.52	27.10
Average 26 " 1935		75.27	440.19				159.69	10.35	85.88	63.46
Total Tourist, Third, etc.										
654 returns	877	68,174	466,486	211,007	74,409	12,482	168,588	76,860	72,892	18,836
Average 877 persons, 1937		77.72	531.91	240.60	84.85	14.23	192.23	87.64	83.11	21.48
Average 850 " 1935		73.27	428.98				181.98	93.77	72.51	15.70

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