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CANADA'S TOURIST TRADE

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CANADA'S TOURIST TRADE,

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Travel has its roots deep in antiquity. One of the earliest incentives was the desire to trade. We read that Joseph's jealous brethren sold him to a travelling company of Ishmaelites, with their camels carrying spicery and balm and myrrh down to Egypt⁽¹⁾. The search for new trade routes from Europe to the Far East led to more than two hundred years of exploration and, incidentally, to the discovery of a new world.

In addition to the desire for profit through trade, two other leading motives for travel have existed down through the ages, namely, missionary zeal and curiosity. The latter is, perhaps, the chief motivating force in tourist travel as we know it to-day although even the ancient Greeks and Romans travelled for pleasure, health and education. In general, however, it may be said that, down to comparatively recent times, the difficulties, dangers, and cost of travel were such as to keep it of extremely limited proportions.

The widespread application of mechanization in the sphere of transportation in the nineteenth and twentieth centuries made possible a tremendous expansion. With the progressive improvement in railway and steamship facilities and the evolution of new forms of transportation, such as the automobile and the aeroplane, travel became easy, speedy, and comparatively cheap. The betterment of transportation facilities was accompanied by other significant developments, such as the more general distribution of wealth and education, the breaking down of class barriers, and the increasing leisure of workers. Perhaps no single phenomenon better reflects the new and higher standard of living in the twentieth century than the extent to which the advantages of travel are now enjoyed by people in general.

The increase in travel in recent years exemplifies the gradually shifting emphasis on the importance of goods and services in the modern economy. In spite of temporary setbacks, such as wars and depressions, and much obvious mal-distribution, the fact remains that the world, as a whole, is being supplied with more and more goods produced with relatively less and less labour, and consequently many people are in a position to devote a smaller proportion of their income to goods and a larger proportion to services, among which travel is one of the more important. Travellers, from the economic point of view, are consumers, giving employment to large numbers of merchants, farmers, labourers, transport workers and others who serve their needs. Furthermore, the expenditure by foreign visitors, is for many countries an important factor in their balances of international payments, this invisible export helping them to pay for the goods and services they must buy from other countries.

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Canada's tourist trade represents the economic disposition of assets in which she is particularly rich; from the pastoral beauty of the land of Evangeline to the majestic grandeur of the Rockies, each province possesses many distinctive attractions, while many seashore retreats, countless inland lakes and rivers, vast areas of virgin woodlands, and a climate varying from extreme summer heat to vigorous northern winter provide unsurpassed facilities for healthful recreation of many kinds.

While Canada welcomes visitors from almost all countries in the world each year, those from the United States form an overwhelming majority. Canada possesses a unique advantage in having on her southern border the wealthy and populous United States, where automobile ownership is the largest in the world. Canada has one automobile to every ten persons; the United States one to every five. A network of excellent highways connects the two countries. Access by rail, water and air is equally convenient. The ease of communication, the practical absence of restrictions on border crossings, as well as the friendship and close business relations existing between the two countries, result in a travel over the Canadian-United States boundary greater than that over any other international boundary in the world.

In 1939 the sale of Canada's varied attractions to foreign travellers formed a gross invisible export of some \$275 millions, an amount approximately 30 per cent of her total commodity exports, and greater than the combined exports of wheat and news-print. The net profits arising from the temporary transfer of tourists' spending-money to Canada, are, of course, much less than the above amount. Considerable capital expenditures have been made on highways, hotels and other facilities, partly, at least, designed for tourist service. Canadians also do considerable travelling abroad, leaving in 1939 an estimated \$109 millions in other countries. Canada's net credit balance on tourist account has been, however, an important factor in maintaining health in our international financial relations in recent years. As a means of providing foreign exchange, and thus further strengthening our wartime economy it is extremely important in the present crisis. With Europe's familiar travel routes closed by war, Canada's distance from the scene of conflict constitutes an important advantage. Nor is this entirely one-sided. It is an established fact that the volume and direction of travel is influenced to a considerable degree by its relative cheapness or dearness. Hence the favourable exchange rate on the United States dollar is an added incentive for residents of that country to visit Canada and make advantageous purchases of both recreation and merchandise.

The economic results of tourist travel are not confined to the revenue directly derived from expenditures of foreign travellers. As pointed out above, travel and trade have always been closely allied. Travel stimulates new desires and creates a demand for the products of other countries which results in subsequent imports. Business men in Canada and the United States frequently combine business and pleasure trips, and these personal contacts are effective in building better business relations and increasing profits. Canada is a young country with a rapidly developing economic structure, and the first-hand knowledge of the country, gained by foreign visitors, often increases their opportunities for gainful investment, while providing new capital for the development of Canada's resources.

Still more difficult of appraisal are the social and political results of tourist travel. For more than one hundred years Canada and the United States have been to the world an example of "good neighbours". The freedom of travel across the thousands of miles of undefended frontier has contributed in no small degree to the friendship existing between the two countries. The knowledge of the culture, interests and difficulties of other nations, gained through the intermingling of peoples through the medium of travel leads to a richer social and intellectual life for all, and to a mutual understanding which is an invaluable source of international

goodwill. In a world harassed by misunderstandings, suspicions, jealousies and war, this is an important consideration.

Most countries engage actively in the business of attracting tourists. Governments, transportation companies, automobile associations, hotels, travel bureaus and various municipal and private enterprises advertise abroad and provide assistance to tourists while in the country. The Canadian Travel Bureau was established by the Dominion Government in 1934 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 widely 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. Travel 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, but the tourist statistician is further hampered by the fact that the information he needs must be obtained with as little trouble to the tourist as possible, since undue questioning is likely to annoy and repel the visitors which the country desires to attract.

A statistical study of Canada's tourist trade is presented in the following pages. The term "tourist" is here used in a broad sense as meaning a person who leaves the country whence he derives his income and visits a foreign country for a temporary period for pleasure, business, health, education and various other reasons. (1) Because the term "tourist" often connotes a more restricted class of travellers than that which must be taken into account from a balance of payments point of view, the term "traveller" is, for the present purpose, preferable.

The value of Canada's tourist trade reached its high point in 1929, when the estimated expenditures of her foreign visitors amounted to approximately \$309,000,000, while the expenditures of Canadian travellers in other countries totalled \$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 travellers totalled only \$117,000,000, while those of Canadian travellers totalled \$51,000,000. The downward trend was reversed in 1934, and recovery proceeded at an accelerated rate in each succeeding year until 1937, when aggregate outlays of foreign travellers in Canada fell but little below, while

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- (1) It may be noted in passing that this definition excludes large numbers of persons whose travels within their national boundaries have important economic and social results. While statistics of international travel are far from perfect, they are easier to collect than statistics of national travel, because political boundaries are also tariff walls and, as a rule, well policed. Material for a study of national tourist travel is everywhere defective and most countries at the present time confine their studies to the international aspects of this question.

foreign travel outlays by residents of Canada surpassed those of the peak year. Business recessions, in the United States in the early part of 1938, and later in Canada, were mainly responsible for a decline of 3 p.c. in Canada's receipts, and a decline of 2 p.c. in Canada's outlays on travel account. In 1939, largely because of conditions connected with the war's outbreak, foreign travellers' expenditures in Canada declined by 2.5 p.c., while those of Canadian travellers abroad fell by 10.8 p.c.

EXPENDITURES OF FOREIGN TRAVELLERS IN CANADA

Visitors to Canada may be divided into two broad classes (1) those from overseas countries and (2) those from the United States. The latter may be subdivided according to the various methods of transportation used, whether automobile, rail, steamer, ferry, plane, bus, etc. The estimated expenditures of tourists in these categories during the calendar years 1938 and 1939 were approximately as follows:

Table 1. - Expenditures of Foreign Travellers in Canada.

	<u>1 9 3 9</u>		<u>1 9 3 8</u>	
	\$	\$	\$	\$
1. <u>From Overseas Countries</u>		12,413,000		14,683,000
2. <u>From the United States -</u>				
<u>By Automobile</u>				
<u>Cars on tourist permit</u>				
48 - hour	55,677,000		60,619,000	
60 - day)				
6 - month)	112,930,000		117,271,000	
Total		168,607,000		177,890,000
<u>Rail Travellers</u>		57,352,000		55,399,000
<u>Boat Travellers</u>		15,399,000		13,878,000
<u>Other Travellers</u>				
(ferry, plane, bus, etc.)		21,000,000		20,000,000
		<u>274,771,000</u>		<u>281,850,000</u>

1. Travellers from Overseas Countries

As will be seen from Table 2 below, there has been a substantial increase in the volume of overseas travel to Canada in recent years. Visitors from overseas countries arriving in Canada via Canadian ocean ports numbered 16,176 in 1939, an increase of 4.6 p.c. as compared with 1938, and an increase of 67.6 p.c. over 1933. While arrivals via Canadian ocean ports increased in 1939, arrivals via United States ocean ports declined. Overseas visitors arriving at United States ocean ports (chiefly New York) and then proceeding overland to Canada numbered approximately 2,200 in 1939 as compared with 2,400 in 1938 and 3,500 in 1937. Visitors from Newfoundland numbered 7,192 as compared with 7,600 in 1938.

Table 2. - Non-immigrant Arrivals via Canadian Ocean Ports

Class of Steamship Passage	1939	1938		1937	1936	1935	1934	1933	1932	1931
Cabin	6,747	7,045	First or Cabin)	8,782	7,791	7,308	7,031	5,632	6,374	6,821
Tourist	5,673	5,685								
Third	3,756	2,733	Other, Tourist, Third, etc.)	6,333	5,133	4,919	4,500	4,018	4,381	5,408
Total	16,176	15,463		15,115	12,924	12,227	11,531	9,650	10,755	12,229

The expenditures of overseas visitors to Canada via Canadian ports in 1939 are estimated at \$13,028,000 and of arrivals via United States ocean ports at \$1,298,000, a total of \$14,326,000. Of this an estimated \$1,913,000 was for fares and incidental expenditures on foreign ships, hence the total accruing to Canada on overseas travel account amounted to \$12,413,000, a decline of 15 p.c. as compared with the preceding year. Estimated lower per capita expenditures, declines in the number of arrivals via United States ports and in the numbers of cabin and tourist passengers via Canadian ports were responsible for the decline in expenditures.

Of overseas visitors arriving via Canadian ocean ports in 1939, 9,499 came from the British Isles, 392 from France, 272 from Germany and 1,473 from other European countries, while 900 came from China, 323 from Japan, 1,163 from Australia and 699 from New Zealand. For further information as to the permanent residence of Canada's overseas visitors see Appendix I Table B.

2. Travellers from the United States

Travel flows across the international boundary by automobile, bus, railway, steamer, ferry, aeroplane and afoot. In 1939 more than 16,000,000 visitors crossed the international boundary into Canada by these various modes of travel. The above figure includes, of course, numerous duplications of persons who made more than one crossing.

The expenditures of these travellers in Canada are estimated at approximately \$262,000,000 in 1939 as compared with \$267,000,000 in 1938; \$274,000,000 in 1937. and \$296,000,000 in the peak year 1929.

(a) By Automobile: The volume of automobile travel to Canada was 3.1 p.c. less in 1939 than in 1938, and 6.6 p.c. less than in 1937, but was still at a higher level than in any previous year since 1931. The decline in 1939 was accounted for wholly by a decline in the number of short-stay cars. Those entered for periods of 48 hours or less numbered 2,943,159 in 1939 as compared with 3,081,559 in 1938. Cars on 60-day permits, however, increased 4,342 to 1,267,851, and those on six-month permits increased 229 to 1,806. The numbers of automobiles entering Canada for touring purposes in each of the years 1932 - 1939 are shown in Table 3.

Table 3. - Foreign Automobiles entering Canada for Touring Purposes, 1931 - 1939.

	1939	1938	1937	1936	1935	1934	1933	1932	1931
<u>Admitted for a period not exceeding 24 hours, 1931 - 34</u> <u>and for a period not exceeding 48 hours, 1935 - 39 (1)</u>									
Entering by Ports in -									
Maritime Provinces	705,870	697,807	656,376	558,611	495,799	127,630	108,571	234,922	241,076
Quebec	198,465	227,648	237,543	247,620	222,209	204,679	199,313	222,801	244,770
Ontario	1,922,478	2,035,612	2,120,710	1,967,623	1,814,728	1,949,207	1,844,643	2,497,384	2,834,427
Manitoba	41,737	48,243	36,861	30,835	27,518	24,136	22,241	31,999	30,144
Saskatchewan	16,804	18,656	18,345	18,019	17,511	15,421	13,287	16,098	19,629
Alberta	11,104	10,958	15,800	18,124	14,540	13,483	11,651	17,720	26,592
British Columbia	46,701	42,635	41,917	39,433	40,636	39,092	33,712	49,466	42,854
Canada	2,943,159	3,081,559	3,127,352	2,880,265	2,632,941	2,375,648	2,233,418	3,070,390	3,439,492
<u>Admitted for a Period not exceeding 60 days</u>									
Entering by Ports in -									
Maritime Provinces	80,165	75,983	70,746	60,408	51,762	53,016	45,124	53,268	60,662
Quebec	257,957	280,420	338,164	302,369	259,628	220,885	237,007	313,243	400,748
Ontario	778,175	753,705	827,355	696,552	559,042	523,155	494,304	552,011	857,095
Manitoba	18,149	18,077	17,471	15,168	13,273	10,656	9,455	11,593	14,451
Saskatchewan	6,548	6,329	6,230	6,458	5,456	4,605	4,412	4,632	4,855
Alberta	13,076	11,301	8,750	7,414	5,690	4,648	3,713	3,854	5,362
British Columbia	113,781	117,694	114,414	104,566	76,166	70,906	69,121	94,366	126,580
Canada	1,267,851	1,263,509	1,383,130	1,192,935	971,017	887,871	863,136	1,032,967	1,469,753
<u>Admitted for a Period not exceeding Six Months</u>									
Entering by Ports in -									
Maritime Provinces	201	288	272	226	210	50	80	61	72
Quebec	191	131	70	40	56	70	65	102	417
Ontario	1,127	881	867	852	747	138	150	191	198
Manitoba	27	43	20	18	14	23	4	12	13
Saskatchewan	87	50	53	54	16	1	2	6	3
Alberta	92	9	9	24	4	4	2	1	-
British Columbia	81	175	67	109	81	43	30	47	41
Canada	1,806	1,577	1,358	1,523	1,128	329	333	420	744

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

The outbreak of the war exercised a depressing effect upon motor travel to Canada. Automobiles entering on 60-day permits, which had increased by 2.5 p.c. to the end of August, declined 5.2 p.c. in the later months as compared with similar periods of 1938. Cars entering on 48-hour permits fell 2.8 p.c. to the end of August and 8.2 p.c. during the remainder of the year. After the first shock of the war's outbreak was over, travel recovered somewhat. As compared with the corresponding months of 1938, entries of cars on 60-day permits declined 2.8 p.c. in September and 14.0 p.c. in October, but only 1.4 p.c. in December, while cars staying for 48 hours or less declined 5.5 p.c. in September, 17.2 p.c. in October and 0.8 p.c. in December.

Of the 1,267,851 cars entering Canada on 60-day permits in 1939, 1,286,639 were from continental United States, 445 from Hawaii, and 80 from Alaska, while 27 came from Newfoundland and 192 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, 24.9 p.c. came from New York, 21.2 p.c. from Michigan, 6.2 p.c. from Vermont and 6.4 p.c. from Washington. For further details see Appendix II, Table D.

Average expenditures by United States motorists in Canada in 1939 were somewhat lower than in 1938. The per car average for motorists on 48-hour permits declined from \$22.45 in 1938 to \$21.34 in 1939, while that of the 60-day permit holders declined from \$93.92 to \$88.15, and that of the six-month permit holder fell from \$183.00 to \$167.26. The average expenditure rate for the combined 60-day and six-month permit classes fell from \$94.01 in 1938 to \$88.25 in 1939. For further details see Appendix II, Table E.

Largely on the basis of the above data, the expenditures of motorists on 48-hour permits in 1939 are estimated at \$55,677,000 and those of motorists on 60-day and six-month permits at \$112,930,000, or a total of \$168,607,000 in 1939. Corresponding estimates for 1938 were \$60,619,000; \$117,271,000 and \$177,890,000, respectively. These figures reflect certain adjustments in the crude data. For instance, allowance was made for certain motorists duplicated in the count of boat travellers, and for the fact that many of the automobile entries via the New Brunswick border represent local and, hence, small expenditure travel. The 1939 figures were adjusted also for the exchange conditions prevailing during the later months of the year.

The estimated expenditures in Canada in 1938 and 1939 of United States motorists, classified by province of entry, were as follows:

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

	1939	1938
	\$	\$
Maritime Provinces	13,951,000	13,933,000
Quebec	27,519,000	31,455,000
Ontario	111,851,000	116,534,000
Manitoba	2,542,000	2,785,000
Saskatchewan	962,000	1,018,000
Alberta	1,424,000	1,308,000
British Columbia	10,358,000	10,857,000
Total	168,607,000	177,890,000

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.

In addition to automobiles entering Canada on tourist permit⁽¹⁾ certain other classes of vehicles, e.g. those of business travellers, enter under travellers' vehicle permits. Such permits numbered 55,768 in 1938 and 43,168 in 1939. The expenditures involved in such types of travel are included in the estimate "Other Travellers".

(b) By Rail or Boat. - The volume of rail travel to Canada increased by 3 p.c. in 1939 over 1938, but was 12.8 p.c. lower than in 1937 and 6 p.c. lower than in 1936. Travellers entering from the United States by rail numbered 757,860 in 1938, and 780,478 in 1939. Travellers entering Canada from the United States by boat numbered 280,259 in 1939, a 1 p.c. increase over 1938 and a 12.4 p.c. increase over 1936. Tourist entries from the United States by train and boat classified by province of entry are shown in Table 5.

Table 5. - Tourist Entries from the United States by Rail and Boat, ⁽²⁾ 1936 - 1939.

	R a i l				B o a t			
	1939	1938	1937	1936	1939	1938	1937	1936
Nova Scotia		-	-	-	32,237	37,614	38,184	35,970
New Brunswick	17,331	19,755	20,934	21,328	8,762	7,202	18,307	14,096
Quebec	122,047	125,471	145,051	131,694	9,001	10,116	7,726	6,121
Ontario	569,808	549,410	656,227	615,441	74,279	75,563	86,260	75,343
Manitoba	19,459	14,622	17,381	16,355	1	-	2	-
Saskatchewan	14,711	12,667	15,216	14,238	-	-	-	-
Alberta	379	415	474	577	6,844	5,844	5,722	6,661
British Columbia	36,743	35,520	39,674	31,652	148,782	140,870	111,029	111,017
Yukon		-	-	-	353	350	336	243
Total	780,478	757,860	894,957	831,285	280,259	277,559	267,566	249,451

According to the questionnaires returned by these travellers, the average expenditures of rail travellers were slightly higher in 1939 than in 1938 (See Appendix II, Table F). This, coupled with the increased volume of travel, resulted in an increase in the estimated total expenditures of rail travellers in Canada from \$55,399,000 in 1938 to \$57,352,000 in 1939.

The per capita expenditure of boat travellers in 1939 was \$53.90 at which rate the total expenditures involved in this class of travel are estimated at approximately \$15,399,000, as compared with \$13,878,000 at a per capita rate of \$50 in 1938.

(1) Tourist automobile permits are issued by the Department of National Revenue to motorists entering Canada for pleasure or health.

(2) Exclusive of ferry.

(c) Other Travellers. - In addition to motorists and rail and boat travellers, the international boundary is crossed by ferry, bicycle, commercial vehicles, aeroplane, bus, or afoot. It is not possible at the present time to segregate the number of travellers according to each of these methods of transportation. However, the total number travelling by the combined methods is roughly estimated at 2,754,000 and their expenditures at approximately \$21,000,000 as compared with \$20,000,000 spent by 2,623,000 such travellers in 1938.

Thus the total expenditures of United States travellers in Canada are estimated at \$262,358,000 in 1939 as compared with 267,167,000 in 1938, and the total expenditures of all travellers at \$274,771,000 as compared with \$281,850,000.

EXPENDITURES OF CANADIAN TRAVELLERS IN FOREIGN COUNTRIES

The expenditures of Canadian travellers in foreign countries, estimated by methods similar to those described in the preceding section, are shown below.

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

	<u>1 9 3 9</u>	<u>1 9 3 8</u>
	\$	\$
1. <u>Overseas Countries</u>	14,097,000	19,957,000
2. <u>The United States -</u>		
<u>By Automobile -</u>		
Cars on tourist permit	43,777,000	49,195,000
<u>Rail Travellers</u>	26,225,000	24,324,000
<u>Boat Travellers</u>	3,697,000	3,482,000
<u>Other Travellers</u> (ferry, plane, bus, etc.)	21,000,000	25,000,000
Total ..	<u>108,796,000</u>	<u>121,958,000</u>

1. Overseas Countries.

There was a substantial decline in the volume of Canadian travel to overseas countries in 1939, resulting mainly from the unsettled political conditions in Europe and the outbreak of war. Residents of Canada landing at Canadian ocean ports on return from overseas visits in 1939 numbered 17,978, as compared with 27,753 in 1938 and 27,406 in 1933, the previous low point in a decade. All classes of travel declined substantially. The number of Canadians returning from overseas visits via United States ocean ports declined to 11,261 from 12,594 in 1938. Canadians returning from visits to Newfoundland rose from 2,500 to 2,751.

Table 7. - Returning Canadians via Canadian Ocean Ports

Class of Steamship Passage	1939	1938		1937	1936	1935	1934	1933	1932	1931
Cabin	4,940	7,414	First or Cabin	9,517	8,956	8,453	8,191	7,780	8,275	8,630
Tourist	3,204	6,214								
Third	9,834	14,125	Other, tourist third, etc.)	23,042	24,943	19,699	19,428	19,626	22,902	21,333
Total	<u>17,978</u>	<u>27,753</u>		<u>32,559</u>	<u>33,899</u>	<u>28,152</u>	<u>27,619</u>	<u>27,406</u>	<u>31,177</u>	<u>29,963</u>

Not only did the volume of Canadian travel to overseas countries decline in 1939, but the average per capita expenditures, according to the samples collected, were likewise lower than in 1937 and 1938 (see Appendix I, Table A). At per capita rates of \$900 for cabin, \$615 for tourist, and \$385 for third class passengers, the expenditures of Canadians returning from overseas visits in 1939 via Canadian ocean ports are estimated at \$10,203,000, and those returning via United States ocean ports at \$6,740,000. In addition, the expenditures of 2,751 Canadians who visited Newfoundland are estimated at \$165,000, making a total of \$17,108,000. Of this total an estimated \$3,011,000 was paid to Canadian steamship lines. Consequently the outlays of Canadian travellers in overseas countries, or as fares, etc., paid to foreign ships, amounted to approximately \$14,097,000, as compared with \$19,957,000 in 1938.

2. The United States.

Canadian travel to the United States by rail and boat increased, while that by all other modes of travel declined. The total expenditures involved are estimated at \$94,699,000. Similar outlays in 1938 were \$102,001,000; in 1933, \$36,878,000; and in 1929, \$94,431,000.

(a) By Automobile. - Owing to a change in the method of recording, it is impossible to compare the numbers of Canadian automobiles proceeding outwards for touring purposes in 1938 and 1939. Reports of immigration officers indicate, however, that the number of Canadian residents returning by highway and ferry declined by 2 p.c. in the first eight months and by 13.9 p.c. in the last four months of 1939 as compared with similar periods of 1938. Hence it is safe to assume that there was some decline in the volume of motor travel to the United States in 1939.

The numbers of Canadian cars proceeding to the United States for touring purposes, in each of the years 1933 to 1939, as reported by customs officers, are shown in Table 8.

Table 8. - Canadian Automobiles exported for Touring Purposes, 1933 - 1939.⁽¹⁾

	1 9 3 9			1938	1937	1936	1935	1934	1933
	July to December								
January to June	For 24 hours or less	For over 24 hours							
Maritime									
Provinces	11,945	46,554	10,890	19,726	23,591	17,402	13,780	9,271	7,920
Quebec	66,201	122,916	61,090	184,977	181,674	159,059	155,417	116,435	96,718
Ontario	114,657	113,529	93,880	295,988	273,865	264,535	247,452	194,012	164,795
Manitoba	12,478	38,561	14,789	20,932	20,208	16,879	21,464	16,403	13,387
Saskatchewan	5,628	19,676	6,401	12,790	11,836	9,812	7,420	5,875	6,678
Alberta	4,253	13,160	8,258	8,582	7,549	6,945	4,982	3,444	2,368
British Columbia	98,564	95,102	51,635	244,830	237,706	215,042	208,744	168,412	125,266
Total	313,726	449,498	246,943	787,825	756,429	689,674	659,259	513,852	417,132

(1) Prior to July 1, 1939, Canadian automobiles leaving Canada for a period of 24 hours or less, and returning through the same Customs port, did not require a permit and were not included in the statistics of Canadian cars leaving Canada for touring purposes. Since the above date such cars have been included. Hence, the figures of Canadian cars touring outwards during the latter half of 1939 are not exactly comparable with those for previous periods.

Questionnaire returns from Canadian motorists who travelled in the United States in 1939 indicated lower expenditures, on the average, than in 1938. The per car average for all cars declined from \$77.02 to \$74.36. In estimating the total expenditures involved in this type of travel, allowance was made for certain small duplications in the boat travel account, as was done in the case of incoming automobilists, and some account was taken of variation in expenditures according to geographical areas. (See Appendix II, Table G). The total expenditures of motorists proceeding to the United States for touring purposes in 1939 are estimated at \$43,777,000. The 1938 estimate for this class of traveller was \$49,195,000. Segregations according to the province by which the motorists departed 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. ⁽¹⁾

	<u>1 9 3 9</u>	<u>1 9 3 8</u>
	\$	\$
Maritime Provinces	2,311,000	1,491,000
Quebec	12,035,000	14,233,000
Ontario	17,577,000	22,792,000
Manitoba	2,519,000	1,612,000
Saskatchewan	1,131,000	985,000
Alberta	1,134,000	661,000
British Columbia ⁽²⁾	7,070,000	7,421,000
Total	<u>43,777,000</u>	<u>49,195,000</u>

In addition to those recorded as leaving Canada for touring purposes, Canadian automobiles may cross the border for short periods without formal permit if the owner is known to the customs officer and is returning by the same port.⁽³⁾ Expenditures on such trips by border residents are, as a rule, small but in the aggregate they reach considerable sums. They are included in the estimate of class (c) below.

- (1) Motorists leaving by each province are not necessarily residents of the province specified. It is not to be assumed, therefore, that the difference between the provincial figures in Tables 4 and 9 represents net revenue accruing to the respective provinces.
- (2) 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 British Columbia 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 British Columbia ports and is reflected in the total estimate.
- (3) Since July 1, 1939 these short-stay cars, with few exceptions, are required to have permits.

(b) By Rail or Boat⁽¹⁾ - The volume of Canadian travel to the United States by these two modes of transportation increased in 1939. Travellers by rail increased to 409,061 from 405,398 in 1938 while boat travellers increased to 137,681 from 109,109. Further details are shown in Table 10.

The available evidence indicates that the average expenditures of Canadian travellers to the United States by boat were about the same in 1939 as in the preceding year. The expenditures of rail travellers were less on the average, but the decline was not sufficient to offset the increase in volume of this class of travel. The total expenditures of Canadian travellers to the United States by rail and boat in 1939 are estimated at \$29,922,000 of which \$26,225,000 was spent by rail travellers and \$3,697,000 by boat travellers. These figures compare with estimates of \$24,324,000 and \$3,482,000 for rail and boat travellers, respectively, in 1938.

Table 10. - Canadians Returning from the United States by
Rail and Boat,⁽¹⁾ 1938 - 1939.

	R a i l		B o a t	
	1 9 3 9	1 9 3 8	1 9 3 9	1 9 3 8
Nova Scotia			8,263	10,417
New Brunswick	16,111	16,738	55,865	24,113
Quebec	118,919	113,722	3,751	2,030
Ontario	217,136	217,235	24,398	25,881
Manitoba	19,082	20,554	2	-
Saskatchewan	4,739	5,388	-	-
Alberta	401	438	-	-
British Columbia	32,673	31,323	45,401	46,667
Yukon	-	-	1	1
Total	409,061	405,398	137,681	109,109

(c) Other Travellers (ferry, aeroplane, bus, etc.) - As pointed out above, Canadian motorists may, under certain conditions, cross the border without formal tourist permit. In addition Canadians travel to the United States by bus, ferry, aeroplane and afoot. Travellers by these various modes of transportation form a very large group numbering over 5,800,000 in 1939 as compared with approximately 7,000,000 in 1938. These numbers include numerous duplications of persons who crossed the border more than once but are exclusive of workmen and others who derive their funds from the United States.

Assuming an average expenditure of \$3.50 per capita, the total expenditures of the classes of travellers enumerated under (c) are estimated at approximately \$21,000,000 in 1939 as compared with \$25,000,000 in 1938. These should be regarded as convenient arbitrary figures until more adequate data become available.

Thus the total expenditures of Canadian travellers in the United States are estimated at \$94,699,000 as compared with \$102,001,000 in 1938, and the total expenditures in all countries at \$108,796,000 as compared with \$121,958,000.

(1) Exclusive of ferry.

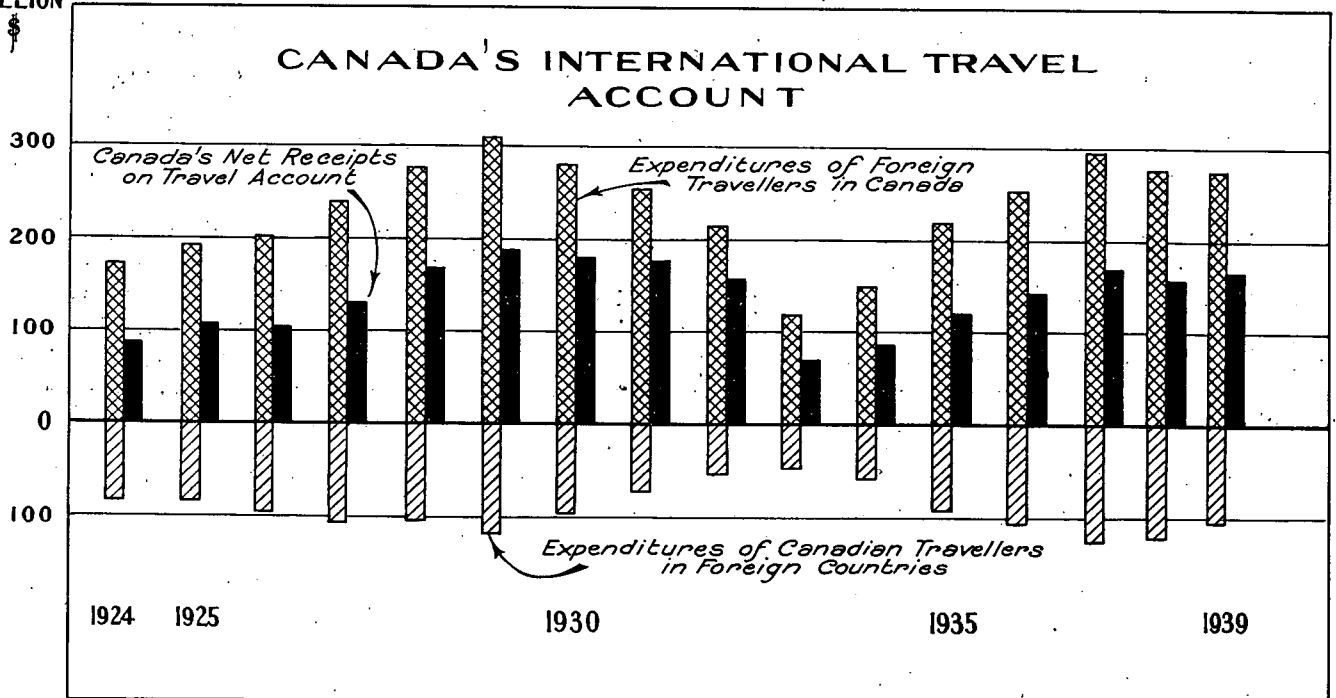
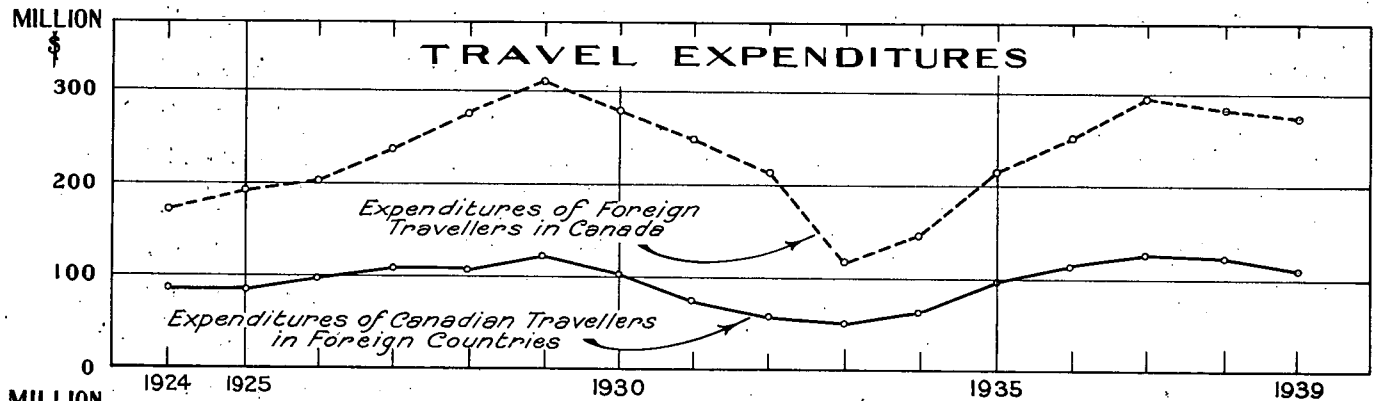
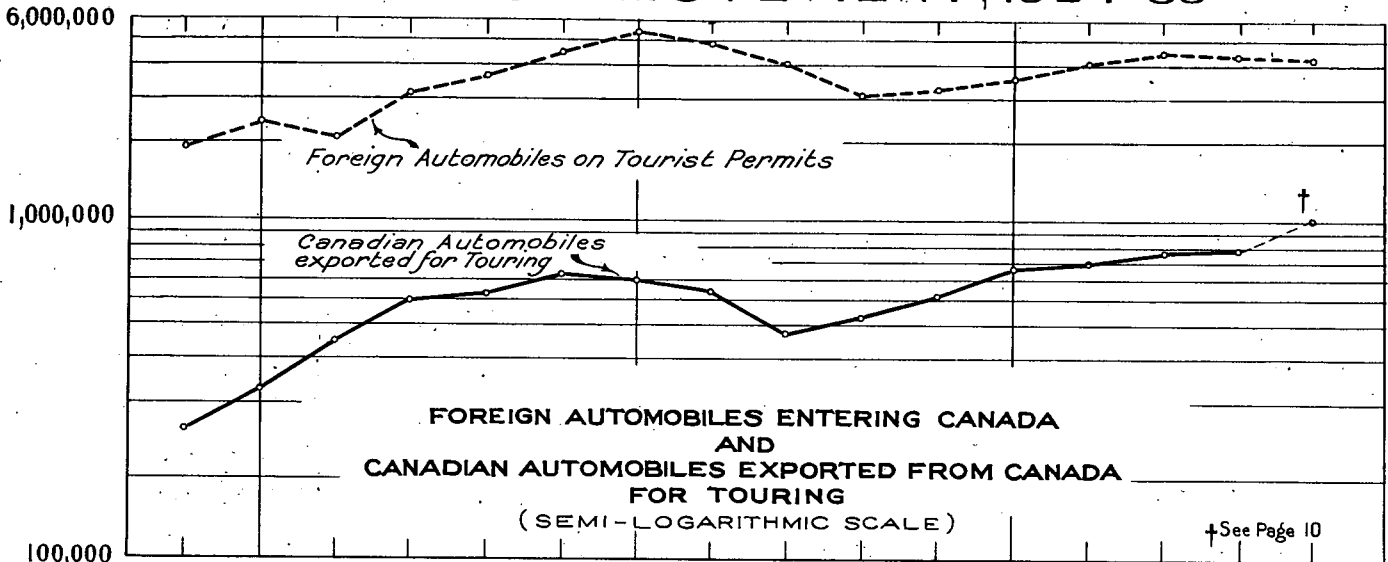
The estimated total travel expenditures in Canada, Canadian travel expenditures in other countries, and the resulting credit balance to Canada in each of the years 1924 to 1939 are shown in Table 11.

Table 11. - Canada's International Travel Account⁽¹⁾

Year	Estimated Expenditures of Foreign Travellers in Canada	Estimated Expenditures of Canadian Travellers in Foreign Countries	Net Credit Balance
	\$	\$	\$
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	290,581,000	124,422,000	166,159,000
1938	281,850,000	121,958,000	159,892,000
1939	274,771,000	108,796,000	165,975,000

- (1) It should be borne in mind that over a period of years these figures of tourist or travel expenditures are only roughly comparable. In the course of the last sixteen years additional data have become available and improvements have frequently been made in the methodology for estimating such expenditures. It has seemed inadvisable to adjust all past estimates in detail for each minor improvement, particularly since many more improvements both in the matter of basic records of volume and in the attainment of more adequate samples of expenditures are being worked out. However, it is felt that within a short time it will be possible to revise all past estimates on a reasonably permanent basis.

TRENDS IN THE TOURIST MOVEMENT, 1924-39



A P P E N D I X I

Canadian-Overseas Travel Account

The method used in estimating the expenditures, both of foreign travellers in Canada and of Canadian travellers in foreign countries, consists, in general, in the application of average expenditure rates by various types of travellers to the number of travellers in each group. Questionnaires are used to obtain information concerning the average expenditures of the chief classes of travellers.

The numbers of non-immigrant arrivals at Canadian ocean ports, as shown in Table 2, and of Canadians returning via Canadian ocean ports, as shown in Table 7, are taken from the records of the Immigration Branch, Department of Mines and Resources. The numbers of foreign visitors to Canada from overseas countries and of Canadians returning from overseas visits via United States ocean ports are obtained from records kept by the United States Immigration Service of "Aliens arriving at United States seaports destined to Canada via the northern land border", classified by residence.

The expenditures of Canadian overseas travellers are estimated on the basis of the sampling of such expenditures by means of questionnaires. The results of the 1939 sampling are shown in Table A below. The average per capita rates of approximately \$900 for cabin, \$615 for tourist and \$385 for third class passengers show declines from the corresponding rates of \$1,003; \$635 and \$428, respectively, reported in 1937, which rates were used also to estimate the 1938 expenditures. In view of the decline in reported expenditures between 1937 and 1939 it is possible that the 1938 expenditures may have been slightly overestimated but, pending permanent revision, the figures have been left unchanged.

Up to the present time no questionnaire sampling of overseas visitors to Canada has been undertaken. It is assumed, however, that the per capita expenditures of these travellers are slightly higher than those of the corresponding 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 expenditures for subsistence are materially lessened. The rates used for estimating 1939 expenditures were \$1,000 for cabin, \$700 for tourist and \$500 for third class passengers.

Table B. - Non-immigrant Arrivals Via Canadian Ocean Ports, Classified by Country of Permanent

Residence, 1936 - 1939.									
	1939	1938	1937	1936		1939	1938	1937	1936
Europe					Asia - con.				
Austria	(x)	(x)	35	15	Straits Settlements	81	49	78	58
Belgium	115	87	111	99	Syria	-	4	1	4
British Isles -					Turkey	4	-	1	1
England	6,918	6,522	6,669	6,209	Other Asiatic Countries	-	2	-	-
Northern Ireland	310	269	279	190	Total	2,005	1,740	1,981	1,744
Ireland (Eire)	104	139	102	105	Africa				
Scotland	2,048	1,637	1,911	1,555	Africa (British)	204	124	139	92
Wales	90	138	142	121	Africa (not British)	8	2	2	11
Lesser Isles	29	32	50	29	Egypt	13	5	2	2
Bulgaria	-	1	-	-	Total	225	131	143	105
Czechoslovakia	227	36	14	8	Oceania				
Danzig	2	2	-	1	Australia	1,163	871	800	550
Denmark	35	79	61	67	Fiji Islands	56	42	43	15
Estonia	-	3	2	3	Hawaii	206	311	219	195
Finland	4	9	14	4	New Zealand	699	641	495	315
France	392	339	375	290	Total	2,124	1,865	1,557	1,075
Germany	272	787	289	222	North America				
Greece	3	8	34	8	Newfoundland	32	183	137	140
Hungary	59	18	12	14	United States	399	504	377	317
Iceland	1	3	2	3	St. Pierre and				
Italy	49	32	19	14	Miquelón	61	53	86	117
Latvia	-	3	1	3	Total	492	740	600	574
Lithuania	-	8	2	3	Central America				
Luxemburg	8	-	2	3	Bahamas	10	22	13	17
Norway	77	161	116	56	Barbados	8	10	28	15
Netherlands	94	80	55	61	Bermuda	95	140	93	144
Poland	41	40	39	13	Cuba	5	9	7	3
Portugal	-	-	3	8	Haiti	-	-	-	1
Roumania	14	22	13	4	Honduras (British)	1	2	-	-
Russia	1	17	6	3	Honduras (not British)	2	6	-	-
Spain	2	10	13	13	Jamaica	96	87	68	51
Sweden	11	38	15	20	Puerto Rico	-	3	-	-
Switzerland	62	62	66	52	Other West Indies	23	12	9	18
Ukraine	3	-	-	-	(British)				
Yugoslavia	1	7	5	1	Other West Indies	-	2	8	1
Other European Countries	-	1	-	1	(not British)				
Total	10,972	10,590	10,437	8,998	Mexico	5	2	8	4
Asia					Trinidad	23	13	16	12
Arabia	5	3	-	-	Other Central American				
British India	213	182	201	176	Countries	-	-	8	7
Ceylon	-	-	14	3	Total	268	308	258	273
China	900	598	674	595	South America				
Netherlands East Indies	54	53	71	148	Argentina	13	14	-	1
East Indies, n.o.s.	-	-	20	36	Brazil	5	1	4	-
Hong Kong	366	256	177	163	British Guiana	16	11	7	6
Iraq	-	2	-	-	Chile	-	1	1	-
Japan	323	515	696	503	Ecuador	-	-	1	-
Korea	5	12	11	8	Peru	7	5	2	4
Palestine	4	14	5	3	Venezuela	7	3	3	-
Persia	5	1	-	4	Other South American				
Philippines	44	40	26	32	Countries	-	4	1	1
Siam	1	9	6	10	Total	48	39	19	12
					Country not given	42	50	120	143
(x) Included with Germany.					GRAND TOTAL	16,176	15,463	15,115	12,924

(x) Included with Germany.

A P P E N D I X I I .

Canadian-United States Travel Account

Travel across the Canadian-United States boundary is so heavy and complex that it is difficult to record and classify all border crossings. Not only must the total crossings be known, however, but they must be divided 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 transportation, length of stay, and, as far as possible, purpose of travel. With the co-operation of the Customs and Immigration Services of both Canada and the United States, progress is being made from year to year in the more detailed classifying of this movement.

Customs officers of the Dominion Department of National Revenue record the number of automobiles entering Canada for touring purposes through the various customs ports, dividing them into three groups (a) those admitted for a period not exceeding 48 hours; (b) those admitted for a period not exceeding 60 days and (c) those admitted for a period not exceeding 6 months. Motorists under class (a) entering Canada through the same port merely surrender their licence to the customs officer who holds it while the visitor is in Canada. In the case of classes (b) and (c) formal permits are issued. The number of entries in each of the above categories is shown in Table 3. Segregations according to port of entry are shown in Table C, and according to state or country of registration in Table D below.

Since 1928 the United States Department of Commerce and the Dominion Bureau of Statistics have collected annual data on the per car expenditures in Canada and the United States, respectively, of their automobile tourists by means of post card questionnaires handed out by border officials. The distribution methods are designed to ensure appropriate seasonal and geographic sampling. The data from the returned questionnaires are compiled by the respective Government Bureaus and these and various collateral data are considered in deciding the average expenditure rates which are applied to the different classes of motorists.

In 1939 some 20,000 questionnaires were handed out by United States immigration officials to motorists returning from trips to Canada. The per-car expenditure averages, as well as the average length of stay, number of persons per car, etc. obtained from the questionnaire returns are shown in Table E. Because of the small number of returns in the 6-month permit group it has been thought advisable to combine the 60-day and 6-month permit averages into a single average after weighting them by the number of permit holders in each of the two categories.

The average per car-expenditure rate for motorists on 48-hour permits declined from \$22.45 in 1938 to \$21.34 in 1939, that of 60-day motorists from \$93.92 to \$88.15 and that of the 6-month motorists from \$183.00 to \$167.26. Declines in the average number of persons per car from 3.17 to 3.08 in the case of 48-hour cars; from 2.9 to 2.89 for 60-day cars and from 2.8 to 2.73 for 6-month cars as well as a decline in the average length of stay of 60-day cars from 7.4 to 7.05 days were contributing factors to the decline.

In applying the average expenditure rates to the motor volume of travel data, allowance was made for certain small duplications due to the fact that at ports where entrance is by boat only, motorists are counted as boat travellers. Such duplications numbered approximately 13,000 cars in 1939 and 17,000 in 1938. Allowance was made also for small numbers of cars from countries other than the United States. The average for the 48-hour cars, as computed, was applied to most of the 48-hour cars. As the records of 48-hour permits issued at

the New Brunswick boundary include much local traffic, the computed average was applied to 40 p.c. of the cars in this class and an arbitrary rate of \$2.00 per car to the remainder. Allowance was made also for the exchange situation prevailing in the last four months of the year, the amounts as shown being in Canadian dollars. These various adjustments are reflected in the total estimates of \$55,677,000 for the 48-hour cars and \$112,930,000 for the 60-day and 6-month cars.

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 respective proportions of Canadian and United States residents in the totals could not be estimated with certainty. Beginning with June 1935, the Canadian immigration authorities have recorded non-immigrant entries into Canada from the United States in three classes (a) highway, ferry, etc. (b) train and (c) boat. Entries by train and boat during the years 1936-39 are shown in Table 5.

In 1935, for the first time, questionnaires were distributed to United States travellers to Canada other than motorists. In this and each succeeding year 10,000 or more postcard questionnaires were handed by United States immigration officers to persons returning from Canada by rail or steamer. The results are set out in Table F. In addition to the questionnaire results, which, because of the small number of returns and other reasons, are not entirely satisfactory, various collateral data have been considered in estimating the expenditures involved in these types of travel, hence in several cases the averages used in calculating total expenditures represent slight adjustments of the questionnaire averages.

The per capita expenditures of United States rail travellers who reported in 1939 amounted to \$74.72 as compared with \$71 in 1938. By geographical areas the averages were: East (Maritimes and Quebec), \$87.04; Ontario, \$67.80 and West \$77.07 as compared with \$77.00, \$73.00 and \$65.00 respectively in 1938. The sampling by geographic areas was thought to be fairly satisfactory in these two years and the averages were applied to the number of travellers in each area. Resulting estimates of the total expenditures by rail travellers are \$57,352,000 in 1939 and \$55,399,000 in 1938.

The average expenditure of boat travellers, according to the 1939 questionnaire returns was \$53.90 as against an average of \$50 used in 1938, the latter based upon returns received in 1937 and 1938 combined. The number of boat travellers to which these averages were applied (See Table 5) represents a slight adjustment between the ferry and boat categories (as reported by immigration officers) which is thought to furnish a better basis for estimating the expenditures involved. The total expenditures of boat travellers are estimated at \$15,399,000 as compared with \$13,878,000 in 1938.

With the data at present available it is extremely difficult to make even an approximate estimate of the amounts involved in trans-border travel by ferry, aeroplane, bus, bicycle, etc. For instance, bus and ferry companies record the number of passengers carried but make no segregation on the basis of residence. Such information in respect of total crossings is available, however, from the records of immigration officers and hence it is possible, by a subtractive method, to establish a broad residual class comprising travellers by all other modes of transport than motor, rail and boat. Thus the number of United States visitors to Canada by bus, ferry, aeroplane, or as pedestrians is estimated at approximately 2,754,000 in 1939 as compared with 2,623,000 in 1938.

The per capita expenditure of the above group of travellers was assumed to be \$7.50, an arbitrary figure which has been regularly used for this type of visitor since 1935 and hence the total expenditures involved in these types of travel are estimated at \$21,000,000 in 1939 as compared with \$20,000,000 spent by 2,623,000 such travellers in 1938.

The estimates of the expenditures of Canadian travellers in the United States are prepared by methods similar to those employed in the case of United States travellers in Canada.

The number of Canadian automobiles leaving Canada for touring purposes is recorded by the customs officers of the Department of National Revenue. Prior to July 1, 1939 such automobiles leaving Canada for a period less than 24 hours and returning through the same customs port did not require permits and were not included in the statistics of cars leaving Canada for touring purposes. Since that date such cars have been recorded, a fact which explains the apparent large increase in the number of outgoing Canadian cars. As a matter of fact the available evidence points to the fact that there was a considerable decline in Canadian automobile travel to the United States in 1939. (See page 10). The number of Canadian cars proceeding to the United States on tourist permit, classified by port of exit, is shown in Table C.

Since 1928 sample data concerning the length of stay, expenditure, etc. of Canadian motorists in the United States have been collected by means of post card questionnaires handed out by customs officials on selected days. In 1939 some 30,000 such cards were distributed. A summary of the questionnaire results appears in Table G.

According to the questionnaire returns the per capita expenditures of Canadian motorists in the United States declined in 1939 as compared with the previous year. The average rate for 1,485 car owners declined to \$74.36 in 1939 from \$77.02 in 1938. By geographical areas the averages were: East (Maritimes and Quebec), \$86.55; Ontario, \$76.76; and West \$61.66. The sampling of the Maritimes, Quebec and Ontario was satisfactory and these averages were used in estimating the expenditures involved. As there was considerable variation in the 1938 and 1939 results for the western area, the returns for these two years were combined to produce an average rate of \$76.04. The computed averages for all cars were used for the months January-June and those for the 24-hour and other classes for the remaining months of 1939. As in the case of incoming travellers, allowance was made for Canadian motorists duplicated in the count of boat travellers. These numbered 4,516 cars in 1938 and 4,146 cars in 1939. Because of local conditions in British Columbia an adjustment was made in estimating the expenditures of outgoing cars via B. C. ports. For the months of January-June the computed expenditure average for cars staying in the United States up to 48 hours was applied to 85 p.c. of the outgoing cars via B. C. ports and the average for all other cars to the remainder. For the months July-December the average for 48-hour cars was applied to 40 p.c. of the "over 24-hour cars" and the average for all other cars to the remainder. The large number of Canadian cars in the 24-hour or less category reported since June 1939 suggests that the questionnaire sampling of Canadian cars in previous years did not provide a representative weighting of short-stay motorists and consequently that the total expenditures may have been somewhat overestimated. Further evidence on this point is being collected, however, before previous estimates are revised.

Since 1938 a separate count has been made by the Canadian Immigration Service of travellers to the United States by rail and boat. In 1936 and 1937 the numbers in these classes were obtained by subtracting the entries of United States travellers by rail and boat from the total number of travellers over their

lines, reported by railway and steamship companies. Previous to 1936 a rough method of estimating the proportions of Canadian and United States residents, respectively, in the totals supplied by the railway and steamship companies was employed (See also page 19).

During the past four years the Dominion Bureau of Statistics has sampled the expenditures of Canadian rail and steamer travellers by means of questionnaires distributed by immigration officers to persons returning from the United States by rail and boat. In each year 10,000 or more of these questionnaires were handed out to such travellers. The average per capita expenditure of some 1,200 rail travellers who reported in 1939 was \$62.93. By geographical areas the rates were: East, \$66.19; Ontario, \$66.20 and West, \$51.20. Applying these rates to the number of travellers in each area the total expenditure of Canadian rail travellers in the United States is estimated at \$26,225,000 as compared with \$24,324,000 in 1938, the latter estimated at an arbitrary rate of \$60 per capita. (See Table H).

The average per capita expenditures of 482 returning Canadian boat travellers in 1939 were: East, \$65.05; Ontario, \$11.31 and West, \$45.76. These averages were used in estimating the expenditures involved in this type of travel with the exceptions, that the 1938 and 1939 questionnaire returns from Ontario boat travellers were combined to produce an average rate of \$11.42, and that a per capita rate of \$10 was applied to the number of boat travellers via New Brunswick ports, owing to the fact that these figures include much local travel between Campobello Island and the mainland. The 1938 figures of boat travel were revised on the same basis.

The number of Canadian travellers to the United States, other than those dealt with above, i.e. persons crossing the border by ferry, aeroplane, bus, as pedestrians, motorists other than those on tourist permit, etc. was obtained by subtracting from the total of returning Canadian travellers the known numbers of touring motorists and of rail and steam travellers. It is not possible, however, to estimate the numbers in each separate category of this residual class.

As in the case of the corresponding classes of United States visitors to Canada, adequate data upon which to base estimates of the expenditures involved in these types of travel are lacking. The large United States cities close to the border exercise a strong attraction for the Canadian border resident who crosses frequently to theatres, etc. Many of such visits are for short periods and involve but small expenditures, yet in total they reach considerable proportions. Certain travellers by aeroplane, bus or ferry, may, of course, spend comparatively large sums. The per capita expenditure of the residual class of Canadian travellers was assumed to be \$3.50. This is the arbitrary average regularly used for these types of border crossers in recent years. The resulting estimate of the total expenditures in the United States by this group was \$21,000,000 in 1939 as compared with \$25,000,000 in 1938.

Plans are now being worked out with the Canadian Immigration Service to provide data in 1940 which will enable the residual class of travellers, both United States and Canadian, to be broken down into its component elements and hence will facilitate the making of more reliable estimates of the expenditures of these various types of travellers.

Table C. - Number of Foreign Automobiles Admitted into Canada for Touring Purposes during the Calendar Year 1939, 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.

Port	Foreign cars touring inwards			Canadian cars touring outwards (+)		
	For period not exceed- ing 48 hours	For period not exceed- ing 60 days	Exceeding 60 days and not more than 6 months	January to June	July to December For 24 hours or less	For over 24 hours
Annapolis Royal	-	-	-	-	-	-
Digby	-	-	-	-	-	-
Halifax	-	54	-	11	-	4
Truro	-	6	5	-	-	-
Yarmouth	-	2,433	165	61	-	117
Total - Nova Scotia	-	2,493	170	72	-	121
Charlottetown	-	-	-	1	-	-
Summerside	-	-	-	-	-	-
Total - Prince Edward Island	-	-	-	1	-	-
Andover	22,076	7,821	-	2,854	13,222	790
Aroostook Jct.	219	84	-	59	119	16
Bellefleur	893	168	-	18	59	-
Bloomfield	5,131	527	-	520	2,181	190
Campo Bello	730	99	1	40	126	126
Centreville	7,560	2,168	-	135	322	64
Clair	41,376	2,128	-	124	244	53
Connors	626	36	-	1	3	-
Debec	-	-	-	-	-	-
Edmundston	83,520	8,545	1	209	422	230
Forest City	3,487	81	-	17	47	1
Posterville	2,552	286	-	169	857	104
Four Falls	1,693	509	-	34	62	17
Gillespie Portage	3,372	2,037	-	98	346	37
Grand Falls	9,202	4,297	-	289	1,375	56
Green River	204	71	-	10	57	4
Lord's Cove	199	380	5	36	92	287
Milltown	54,069	812	-	65	103	107
McAdam Jct.	-	-	-	-	-	-
North Head	-	150	-	26	39	20
Richmond Road	16,197	7,056	6	3,186	6,413	1,022
River de Chute	6,255	807	-	419	1,939	85
St. Andrews	7	715	-	-	-	200
St. Croix	18,006	2,158	1	1,116	8,271	443
St. Hilaire	4	-	-	-	4	-
Saint John	-	302	17	13	4	10
St. Leonard	11,057	8,574	-	352	560	231
St. Stephen	405,324	24,120	-	2,052	971	5,818
Union Corner	2,909	268	-	24	41	12
Upper Mills	-	78	-	6	12	8
Woodstock	-	1	-	-	-	-
Woodstock Road	9,202	3,396	-	-	8,663	838
Total - New Brunswick	705,870	77,672	31	11,872	46,554	10,769
Abercorn	7,511	5,290	-	2,652	13,606	1,078
Armstrong	1,797	15,868	-	532	649	1,123
Baldwin's Mills	154	-	-	-	11	-
Beebe	23,624	2,790	-	427	1,428	551
Cantic	-	-	-	-	-	-
Chartierville	419	253	-	-	58	80
Clarenceville	1,544	2,409	-	480	878	353
Cowin's Mills	5,828	7,703	-	1,747	6,738	799
Covey Hill	259	908	-	263	488	129
Dundee	11,007	1,909	-	518	4,758	177
Estcourt	1	15	-	5	2	-
Franklin Centre	-	1,212	-	180	339	18
Frelighsburg	3,155	2,915	-	528	1,039	151

(+) Prior to July 1, 1939 Canadian automobiles leaving Canada for a period of less than 24 hours and returning through the same Customs port did not require a permit and were not included in the statistics of Canadian cars leaving Canada for touring purposes. Since July 1, 1939 such cars have been included. Hence the figures of Canadian cars touring outwards during the latter half of 1939 are not exactly comparable with those for previous periods.

Table C. - Number of Foreign Automobiles Admitted into Canada for Touring Purposes during the Calendar Year 1939, 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 - continued.

Port	Foreign cars touring inwards			Canadian cars touring outwards (+)		
	For period not exceed- ing 48 hours	For period not exceed- ing 60 days	Exceeding 60 days and not more than 6 months	January to June	July to December For 24 hours or less	For over 24 hours
Glen Sutton	4,091	7,870	-	459	2,121	390
Hemmingford	1,568	6,201	-	3,181	3,351	607
Henrysburg	-	-	-	-	-	-
Herdman	5,832	2,439	-	2,203	2,643	1,015
Hereford Road	15,369	2,113	-	702	3,471	217
Highwater	9,556	11,706	12	982	4,591	2,585
Jamieson's Lines	774	537	-	287	595	8
Lac Frontier	1,305	230	-	78	183	4
Lacolle	5,616	64,014	123	19,647	25,102	17,085
Leadville	185	44	-	13	200	14
Mansonville	838	314	-	39	607	236
Montreal	-	95	5	67	24	5
Morses Line	1,978	2,124	-	179	430	149
North Derby	-	-	-	-	-	-
Noyan	1,950	8,946	-	1,335	2,979	635
Phillipsburg	1,967	49,687	5	8,726	3,539	17,019
Quebec	-	33	-	8	-	3
Rock Island	63,344	33,201	45	10,237	19,735	12,485
Roxham Road	-	-	-	-	-	-
Stanhope	7,510	10,492	-	1,282	5,458	2,018
St. Armand	335	1,184	-	15	92	14
St. Pamphile	1	-	-	-	-	-
St. Regis	1,881	8	-	21	-	-
St. Zacharie	232	381	-	15	110	17
Trout River	11,393	11,395	-	8,863	14,902	1,490
Woburn	9,443	3,673	1	530	2,789	837
Total - Quebec	198,465	257,957	191	66,201	122,916	61,090
Aultsville	75	200	-	55	114	91
Brockville	1,729	2,647	24	455	441	1,167
Cobourg	-	40	-	-	-	4
Cornwall	12,899	5,918	32	2,727	4,140	1,987
Courtright	1,743	869	38	103	160	88
Fort Erie	711,859	199,989	381	27,229	32,780	14,811
Fort Frances	8,007	8,272	-	805	565	1,075
Fort William	-	140	-	-	-	-
Gapanoque	23	649	11	-	38	95
Kingston	-	405	-	89	11	10
Kingsville	-	-	-	-	-	-
Lansdowne	16,264	41,345	-	6,777	10,130	11,500
Morrisburg	1,072	4,140	19	895	1,223	952
Niagara Falls	494,724	152,674	-	38,678	34,107	21,032
Pigeon River	86	17,108	9	1,829	702	3,270
Port Arthur	-	-	-	1	-	7
Port Dover	-	-	-	-	-	-
Port Lambton	4,006	1,421	15	387	750	367
Port Stanley	-	-	-	-	-	-
Prescott	5,776	5,928	-	2,191	1,741	2,302
Rainy River	1,261	630	-	152	195	38
Rockport	-	-	-	-	-	-
Sarnia	49,754	67,433	519	9,401	5,622	10,832
Sault Ste. Marie	13,392	12,509	31	433	8,296	2,700
Sombra	2,317	681	26	181	351	79
Toronto	-	47	-	2	13	-
Walkerville	41,868	8,448	1	1,666	951	555
Walpole Island	902	401	-	50	188	40
Windsor	554,721	246,281	41	20,551	11,011	20,878
Total - Ontario	1,922,478	778,175	1,127	114,657	113,529	93,880
Cartwright	778	261	-	307	1,122	71
Coulter	497	238	2	386	1,563	257
Crystal City	778	224	-	357	1,032	162
Emerson	20,326	12,877	19	7,040	11,006	11,205
Goodlands	538	278	1	438	1,907	224
Gretna	9,201	412	-	1,524	8,372	143
Haskett	990	136	-	582	1,786	623
Lena	1,598	1,407	-	422	4,788	593

Table C. - Number of Foreign Automobiles Admitted into Canada for Touring Purposes during the Calendar Year 1939, 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 - concluded.

Port	Foreign cars touring inwards			Canadian cars touring outwards (+)		
	For period not exceed- ing 48 hours	For period not exceed- ing 60 days	Exceeding 60 days and not more than 6 months	January to June	For 24 hours or less July to December	For over 24 hours
Lyleton	531	-	-	321	2,710	39
Piney	750	112	-	50	95	38
Snowflake	818	130	-	389	1,882	96
South Junction	1,013	172	-	67	66	42
Sprague	335	4	-	72	235	77
Turtle Mountain	1,845	1,605	5	459	254	777
Windygates	1,739	293	-	64	1,743	440
Total - Manitoba	41,737	18,149	27	12,478	38,561	14,789
Beaubier	211	43	-	253	482	54
Big Beaver	344	237	-	111	727	237
East Poplar River	335	7	3	70	1,456	216
Elmore	1,317	210	-	112	2,899	223
Estevan	2,545	430	1	428	1,175	206
Marienthal	815	334	-	62	1,955	202
Monchy	327	258	55	188	219	629
Northgate	3,966	1,780	-	1,339	2,892	530
North Portal	4,807	1,847	23	1,835	5,325	1,937
Oungre	324	401	1	255	106	316
Ratcliffe	-	-	-	-	-	-
Regway	587	591	2	395	1,002	567
Rockglen	89	11	-	58	297	127
Shaunavon	-	-	-	-	-	-
Treelon	395	244	-	373	420	517
West Poplar River	652	10	2	62	352	282
Willow Creek	90	145	-	87	369	358
Total - Saskatchewan	16,804	6,548	87	5,628	19,676	6,401
Aden	249	100	-	107	129	69
Cardston	139	33	-	4	21	-
Carway	1,163	3,187	-	302	499	2,152
Chief Mountain	791	7,032	8	535	867	1,890
Coutts	7,932	2,542	84	3,096	11,230	3,999
Del Bonita	145	29	-	-	41	21
Lethbridge	-	-	-	-	-	-
Whiskey Gap	583	45	-	151	163	16
Wild Horse	102	128	-	58	210	111
Total - Alberta	11,104	13,076	92	4,253	13,160	8,258
Aldergrove	4,280	5,771	-	7,011	6,125	1,202
Boundary Bay	3,106	5,707	-	9,828	14,135	4,393
Bridestville	51	238	-	192	228	47
Carson	3,828	78	-	532	608	78
Cascade City	4,291	2,650	9	1,164	1,347	278
Douglas	4,459	22,907	-	7,063	15,092	2,643
Huntingdon	5,850	9,201	17	11,346	7,362	6,541
Keremeos	3	4	-	-	5	8
Kingsgate	3,779	4,570	1	3,160	1,086	4,990
Midway	1,405	198	-	329	258	88
Nelway	-	1,513	-	1,108	310	1,237
Newgate	-	-	-	-	-	-
New Westminster	-	14	-	1	-	-
Osoyoos	2,117	4,656	4	7,564	7,138	2,941
Pacific Highway	5,568	43,047	-	39,271	24,619	20,839
Paterson	222	1,893	-	5,251	1,595	2,805
Roosville	933	347	-	168	544	272
Rykerts	2,600	1,122	24	2,606	2,988	920
Sidney	-	1,438	-	303	17	499
Silver Heights	215	-	-	2,516	3,993	-
Similkameen	109	79	-	127	82	39
Stewart	3,685	2	-	-	7,522	-
Vancouver	-	222	4	36	5	27
Victoria	-	8,124	22	988	47	1,788
Waneta	-	-	-	-	-	-
Total - British Columbia ..	46,701	113,781	81	98,584	95,102	51,635
GRAND TOTALS	2,943,159	1,267,851	1,806	313,726	449,498	246,943

Table D. - Number of Automobiles entering Canada for Touring Purposes via the United States Boundary on 60-day and 6-month Permits, 1936 - 1939, 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			
	1939	1938	1937	1936	1939	1938	1937	1936		1939	1938	1937	1936	1939	1938	1937	1936
Alabama	839	590	747	581	1	3	1	-	Other Countries								
Arizona	715	617	656	638	4	3	5	6	North America								
Arkansas	755	434	556	418	2	-	-	7	Newfoundland	27	35	41	20	-	-	-	-
California	29,108	28,557	28,385	28,808	69	57	44	66	Central America								
Colorado	2,385	1,893	2,351	1,929	11	4	2	1	Bahamas	-	-	8	5	-	-	-	-
Connecticut	18,088	16,852	21,062	16,760	30	33	31	21	Bermuda	-	-	1	-	-	-	-	-
Delaware	995	1,010	1,167	901	2	1	1	2	British West Indies	14	12	4	2	-	-	-	-
District of Columbia	3,735	4,160	4,761	4,968	12	19	13	7	Cuba	80	72	58	37	-	-	1	-
Florida	5,353	4,861	4,837	4,097	64	66	50	41	Dominican Republic	1	-	2	-	-	-	-	-
Georgia	1,629	1,303	1,680	1,550	11	7	1	3	Netherlands West Indies	2	-	1	1	-	-	-	-
Idaho	2,272	2,386	2,056	1,765	15	22	14	13	Guatemala	1	-	-	-	-	-	-	-
Illinois	44,271	38,693	42,931	36,466	30	30	36	46	Haiti	2	-	-	2	-	-	-	-
Indiana	14,488	12,792	15,939	12,828	8	11	6	9	Honduras	1	1	2	-	-	-	-	-
Iowa	7,630	6,094	6,313	5,290	18	5	4	4	Jamaica	5	2	4	-	-	2	-	-
Kansas	5,313	2,507	2,898	2,418	-	10	-	2	Mexico	192	104	128	78	-	1	1	-
Kentucky	2,542	2,261	2,709	2,327	-	1	3	3	Panama	146	84	100	84	3	-	-	1
Louisiana	1,724	832	826	670	3	-	2	1	Salvador	2	-	-	-	-	-	-	-
Maine	60,433	59,875	55,327	47,548	8	16	17	10	West Indies	-	-	-	1	-	-	-	-
Maryland	4,994	6,375	5,800	4,722	16	15	15	11	South America								
Massachusetts	56,332	54,780	63,240	57,997	89	105	110	110	Argentina	2	1	1	-	-	-	-	-
Michigan	268,831	273,341	319,360	259,583	588	386	359	339	Brazil	2	4	2	-	-	-	-	-
Minnesota	23,860	22,962	23,624	20,162	28	16	10	16	Chile	-	-	-	1	-	-	-	-
Mississippi	734	456	593	407	-	2	-	1	Colombia	3	9	1	2	-	-	-	-
Missouri	6,772	5,210	5,841	5,266	5	5	6	4	Paraguay	-	-	-	1	-	-	-	-
Montana	7,475	6,665	5,722	5,609	56	22	26	21	Peru	1	-	-	4	-	-	-	-
Nebraska	2,634	2,119	2,499	2,179	7	7	1	5	Venezuela	7	7	1	1	-	-	-	-
Nevada	350	442	398	340	2	4	-	3	Other South America	-	-	1	-	-	-	-	-
New Hampshire	14,138	14,565	17,084	17,113	1	12	5	2	Europe								
New Jersey	25,843	25,056	28,186	23,373	42	57	56	39	Belgium	4	1	-	1	-	-	-	-
New Mexico	785	519	511	514	6	3	1	-	Denmark	1	-	-	-	-	-	-	-
New York	315,089	324,547	324,399	289,741	285	330	285	197	France	24	8	1	4	1	-	-	-
North Carolina	1,526	1,388	1,418	1,241	58	8	4	5	Germany	6	3	4	3	-	-	-	-
North Dakota	11,378	10,825	10,071	9,494	12	8	6	9	Great Britain	91	27	22	55	6	-	1	1
Ohio	65,362	59,686	75,773	61,577	95	99	75	115	Italy	1	-	-	1	-	-	-	-
Oklahoma	2,322	1,775	1,956	1,776	6	1	2	3	Malta	-	1	-	-	-	-	-	-
Oregon	7,635	8,300	7,407	6,447	13	21	7	12	Netherlands	3	1	1	-	-	-	-	-
Pennsylvania	51,464	53,991	65,352	51,616	98	89	87	107	Portugal	-	-	1	-	-	-	-	-
Rhode Island	8,829	8,293	10,625	8,948	4	3	4	6	Spain	-	-	1	-	-	-	-	-
South Carolina	867	681	714	485	12	3	2	-	Sweden	2	-	-	-	-	-	-	-
South Dakota	1,422	1,120	1,131	1,091	1	4	5	7	Switzerland	3	1	1	2	-	-	-	-
Tennessee	1,734	1,269	1,633	1,397	1	5	1	3	Asia								
Texas	4,953	5,665	5,329	2,770	7	9	4	4	Ceylon	-	-	-	1	-	-	-	-
Utah	1,570	1,198	1,273	1,234	2	-	1	-	China	5	4	2	2	-	-	-	-
Vermont	78,620	68,753	110,922	99,943	4	4	8	3	Netherlands East Indies	1	1	-	-	-	-	-	-
Virginia	2,589	2,816	2,825	2,889	26	2	1	4	Hong Kong	-	-	4	2	-	-	-	-
Washington	81,689	81,506	81,167	73,256	27	51	28	41	India	-	5	-	-	-	-	-	-
West Virginia	2,051	2,161	2,684	2,282	8	3	5	5	Japan	-	1	-	1	-	-	-	-
Wisconsin	13,886	12,048	13,501	10,601	8	5	8	5	Philippines	36	46	16	18	-	-	1	-
Wyoming	634	490	527	442	2	6	-	1	Straits Settlements	3	2	-	-	-	-	-	-
	1,266,639	1,262,719	1,382,366	1,192,251	1,793	1,573	1,352	1,320	Oceania								
U. S. Government	-	-	2	2	-	-	-	-	Australia	-	-	1	6	1	-	-	-
Alaska	80	46	64	49	-	-	-	-	Fiji	1	-	-	-	-	-	-	-
Hawaii	445	298	275	281	2	1	2	1	Guam	1	1	-	-	-	-	-	-
Puerto Rico	15	10	15	17	-	-	-	-	New Zealand	2	-	2	-	-	-	-	-
Virgin Islands	1	-	-	-	-	-	-	-	Africa								
									Egypt	-	3	-	-	-	-	-	-
									South Africa	1	-	1	-	-	-	-	-
									Country not specified	-	-	-	-	-	-	-	-
										671	438	408	335	11	3	4	2

Source, Monthly Reports of Customs Officers.

Table E. - Returns from United States Department of Commerce Questionnaire
to United States Motorists in Canada

	Year	Number of Returns	Number of Persons	Length of Stay in Canada Days	Expen- diture in Canada \$	Number of Miles Motored in Canada
MOTORISTS						
<u>48-hour Permits -</u>						
Total	1939	589	1,812	859	12,568	139,422
Average per car.	1939	589	3.08	1.46	21.34	236.7
	1938	498	3.17	1.45	22.45	187.0
	1937	283	3.02	1.40	18.55	217.0
	1936	196	3.34	1.37	17.85	113.0
	1935	245	3.27	1.15	16.49	186.6
<u>24-hour Permits -</u>						
Average per car.	1934	175	2.99	1.00	9.23	171.5
	1933	113	2.90	1.00	7.63	186.5
	1932	165	3.30	1.00	11.95	180.9
	1931	116	3.00	1.00	13.28	123.9
	1930	200	3.55	1.00	13.61	109.7
	1929	140	3.17	1.00	15.33	-
<u>60-day Permits -</u>						
Total	1939	1,943	5,615	13,699	171,283	1,305,871
Average per car.	1939	1,943	2.89	7.05	88.15	672.1
	1938	1,538	2.90	7.40	93.92	671.9
	1937	972	3.00	7.60	93.43	719.0
	1936	583	3.00	6.66	75.20	658.0
	1935	963	3.07	7.42	96.57	615.2
	1934	818	2.99	6.31	72.32	559.4
	1933	479	2.83	5.67	59.80	487.3
	1932	692	3.01	8.26	106.25	584.3
	1931	621	2.99	5.88	101.83	551.4
	1930	913	3.08	5.64	110.39	468.8
	1929	569	3.17	6.08	144.60	487.8
	1928	1,200	3.20	9.62	156.35	-
<u>6-month Permits -</u>						
Total	1939	81	221	1,541	13,548	56,246
Average per car.	1939	81	2.73	19.02	167.26	694.4
	1938	38	2.80	16.50	183.00	-
	1936	5	3.40	65.00	450.00	2,340.0
	1935	11	3.45	27.64	430.09	927.9
	1934	9	3.66	35.44	422.22	2,416.7
	1933	14	3.00	43.50	234.07	1,300.0
	1932	13	4.00	85.08	581.92	1,432.0
	1928	27	2.81	72.60	560.00	-

Table F. - Returns from United States Department of Commerce Questionnaire to United States

Travellers to Canada by Rail or Boat. ⁽¹⁾

Mode of Travel	Year	Number of Returns	Number of Persons	Length of Stay Days	Total Expen- diture \$	Average Length of Stay in U.S.A. Days	Average Expen- diture during Stay \$	Average Merchan- dise Purchases \$	Average Expen- diture per Person per Day \$
<u>RAIL</u>									
Entering Canada by ports in -									
Eastern District	1939	152	192	1,875	16,711	9.77	87.04	12.43	8.91
Ontario	"	358	403	3,772	27,326	9.36	67.80	10.21	7.24
Western District	"	123	178	1,534	13,719	8.62	77.07	10.12	8.94
Total	"	633	773	7,181	57,756	9.29	74.72	10.74	8.04
Eastern District	1938	-	60	-	4,640	-	77.00	-	-
Ontario	"	-	90	-	6,580	-	73.00	-	-
Western District	"	-	79	-	5,152	-	65.00	-	-
Total	"	-	229	-	16,372	-	71.00	-	-
Total	1937	400	-	-	-	-	59.70	-	-
	1936	495	735	-	-	9.90	48.74	-	-
	1935	1,292	1,882	-	-	13.71	60.91	-	-
<u>BOAT</u>									
Entering Canada by ports in -									
Eastern District	1939	88	140	1,225	12,396	8.75	88.54	-	10.12
Ontario	"	5	9	59	401	6.56	44.56	-	4.46
Western District	"	375	666	3,494	31,128	5.25	46.74	-	8.91
Total	"	468	815	4,778	43,925	5.86	53.90	-	9.19
Total	1938	-	703	-	26,455	-	38.00	-	-
	1937	100	-	-	-	-	75.36	-	-
	1936	76	130	-	-	6.00	47.40	-	-
	1935	656	1,048	-	-	7.75	52.93	-	-

(1) Exclusive of ferry.

Table G. - Returns from Dominion Bureau of Statistics Questionnaire to Canadian Tourists to the United States who Travelled by Automobile.

	Year	Number of Returns	Average Number of Persons per Car	Average Length of Stay in U.S.A. Days	Average Expenditure per Car \$	Average Number of Miles Motored in U.S.A.
<u>Cars which remained in the United States 24 hours or less -</u>						
Leaving by ports in -						
Eastern District	1939	7	4.86	1.00	7.14	178
Ontario	"	78	2.90	1.00	8.18	91
Western District	"	47	3.30	1.00	7.89	194
Total	"	132	3.14	1.00	8.02	132
<u>Cars which remained in the United States 48 hours or less -</u>						
Leaving by ports in -						
Eastern District	1939	34	4.21	1.79	27.88	336
Ontario	"	231	2.87	1.67	24.16	243
Western District	"	123	2.99	1.62	18.28	311
Total	1939	388	3.03	1.66	22.63	273
	1938	522	3.20	1.56	19.60	249
	1937	340	2.91	1.59	19.14	253
	1936	388	3.10	1.49	17.01	184
	1935	330	3.27	1.54	15.11	262
	1934	230	3.80	1.00	8.74	97
	1933	225	3.84	1.00	6.58	98
	1932	128	3.96	1.00	5.64	96
	1931	235	3.72	1.00	5.90	83
	1929	359	3.92	1.00	6.79	60
<u>Cars which remained in the United States 3 to 60 days</u>						
Leaving by ports in -						
Eastern District	1939	202	3.43	7.75	96.42	882
Ontario	"	626	2.87	7.49	93.62	973
Western District ...	"	265	3.30	6.85	81.08	1,145
Total	1939	1,093	3.08	7.38	91.10	998
	1938	1,347	3.21	7.42	94.26	1,033
	1937	1,118	3.03	8.82	96.47	1,228
	1936	939	3.29	8.39	101.46	1,036
	1935	825	3.24	8.89	97.08	1,121
	1934	900	3.39	7.10	74.32	874
	1933	878	3.48	6.73	68.73	873
	1932	417	3.47	7.07	79.78	856
	1931	453	3.14	7.98	95.66	1,118
	1929	1,166	3.50	8.17	119.64	957

Table G. - Returns from Dominion Bureau of Statistics Questionnaire to Canadian Tourists to the United States who Travelled by Automobile. - Con.

	Year	Number of Returns	Average Number of Persons per Car	Average Length of Stay in U.S.A. Days	Average Expen- diture per Car \$	Average Number of Miles Motored in U.S.A.
Cars which remained in the United States more than 60 days -						
Leaving by ports in -						
Eastern District	1939	-	-	-	-	-
Ontario	"	3	2.33	121.67	608.33	4,333
Western District ...	"	1	1.00	75.00	250.00	4,500
Total	1939	4	2.00	110.00	518.75	4,375
	1938	7	3.29	108.70	1,043.00	4,936
	1937	4	5.00	72.00	713.00	4,425
	1936	3	3.67	89.70	1,002.00	1,267
	1935	3	3.30	84.60	1,155.00	6,200
	1934	2	5.00	115.00	1,000.00	2,500
	1933	2	3.00	88.00	1,650.00	6,000
	1932	3	3.70	68.00	1,875.00	4,666
	1931	5	2.70	96.70	2,184.00	6,000
	1929	5	3.00	90.80	2,151.00	9,240

TOTAL CARS -

Leaving by ports in -

Eastern District	1939	236	3.54	6.89	86.55	804
Ontario	"	860	2.87	6.33	76.76	788
Western District	"	389	3.20	5.37	61.66	890
Total	1939	1,485	3.06	6.17	74.36	817
	1938	1,876	3.21	6.17	77.02	830
	1937	1,462	3.01	7.31	80.17	1,010
	1936	1,330	3.24	6.56	78.36	788
	1935	1,158	3.24	6.99	76.46	889
	1934	1,132	3.48	6.05	63.53	719
	1933	1,105	3.56	5.71	58.94	724
	1932	548	3.59	5.98	72.29	699
	1931	691	3.34	5.99	74.20	787
	1929	1,530	3.60	6.76	99.80	778

Table H. - Returns from Dominion Bureau of Statistics Questionnaire to Canadian Travellers
Returning from the United States by Rail or Boat (1)

Mode of Travel	Year	Number of Returns	Number of Persons	Length of Stay Days	Total Expen- diture \$	Average Length of Stay in U.S.A. Days	Average Expen- diture during Stay \$	Average Expen- diture per Person per Day \$
<u>RAIL</u>								
Returning by ports in -								
Eastern District	1939	491	655	6,384	43,352	9.75	66.19	6.79
Ontario	"	458	596	6,919	39,456	11.61	66.20	5.70
Western District	"	251	348	7,939	17,816	22.81	51.20	2.24
Total ..	1939	1,200	1,599	21,242	100,624	13.28	62.93	4.74
	1938	1,242	1,725	30,877	172,475	17.90	99.99(2)	5.59
	1937	623	896	11,477	50,994	12.81	56.91	4.44
	1936	800	1,121	23,329	79,937	20.81	71.31	4.43
	1935	427	593	10,559	39,817	17.80	67.15	3.77
<u>BOAT</u>								
Returning by ports in -								
Eastern District	1939	142	223	3,581	14,506	16.06	65.05	4.05
Ontario	"	51	72	575	814	7.99	11.31	1.42
Western District	"	289	460	4,090	21,051	8.89	45.76	5.15
Total ..	1939	482	755	8,246	36,371	10.92	48.17	4.41
	1938	70	99	2,151	5,902	21.73	59.62	2.74
	1937	91	119	1,493	3,843	12.55	32.29	2.57
	1936	134	203	3,138	6,135	15.46	30.22	1.96
	1935	71	96	981	2,909	10.22	30.00	2.97

(1) Exclusive of ferry.

(2) Owing to certain defects in the sampling in this year an arbitrary rate of \$60 was used instead of the reported rate in estimating the expenditures of Canadian travellers to the United States by rail.

Table I. - Number of Visitors to the National Parks of Canada⁽¹⁾ 1926-27 to 1938-39.

Parks	1938-9	1937-8	1936-7	1935-6	1934-5	1933-4
Banff	192,635	194,435	178,940	143,162	142,774	132,264
Buffalo	10,960	9,830	10,557	11,133	12,992	12,631
Cape Breton Highlands	20,500(+)	20,000(+)	-	-	-	-
Elk Island	73,056	63,040	46,295	44,767	53,769	47,487
Fort Anne	17,050(+)	17,029	16,364	13,229	13,176	14,000
Fort Beausejour	15,405(+)	20,000(+)	20,000(+)	3,848	4,500	5,614
Georgian Bay Islands	6,169	7,110	4,878	5,521	5,919	6,780
Glacier	1,200	1,200(+)	1,200(+)	1,000	1,000	1,000
Jasper	19,388	16,083	14,659	10,981	10,757	13,489
Kootenay	52,027	64,657	53,004	40,447	44,747	32,798
Mt. Revelstoke	6,000(+)	8,271(+)	7,188(+)	6,024	6,000	6,000
Nemiskam	20(+)	21	29	15	25	21
Point Pelee	203,180	296,338	287,900	259,040	207,892	149,380
Prince Albert	29,727	28,846	25,327	21,292	21,108	19,126
Prince Edward Island	10,000(+)	2,500(+)	-	-	-	-
Riding Mountain	124,459	117,253	101,013	93,895	100,035	91,652
St. Lawrence Islands	21,150(+)	22,000(+)	16,800(+)	12,700	15,000	15,000
Waterton Lakes	86,517	59,520	59,546	47,777	36,765	32,844
Yoho	64,677	60,557	64,461	56,963	34,319	13,688
Total	954,120	1,008,690	908,161	771,794	710,778	593,774

Parks	1932-3	1931-2	1930-1	1929-30	1928-9	1927-8	1926-7
Banff	139,669	183,946	188,443	217,781	236,801	166,521	136,663
Buffalo	12,527	13,461	12,537	18,853	18,454	12,679	11,718
Elk Island	39,165	29,986	30,138	22,611	18,968	16,138	13,320
Fort Anne	14,000	17,000	18,000	18,000	16,000	15,000	14,000
Fort Beausejour	5,728	12,000	11,972	-	-	-	-
Georgian Bay Islands	4,682	3,760	1,000	-	-	-	-
Glacier	1,000	1,000	1,000	1,000	1,000	3,000	3,000
Jasper	15,308	11,025	13,783	15,458	14,000	12,000	17,657
Kootenay	34,924	43,128	43,125	51,772	33,238	26,151	51,526
Mt. Revelstoke	5,000	6,000	5,000	8,000	8,800	8,000	10,000
Nemiskam	25	52	42	100	50	100	100
Point Pelee	162,785	150,380	104,000	83,200	50,100	45,400	54,500
Prince Albert	27,007	29,537	17,164	10,131	5,118	500	-
Riding Mountain	53,103	38,329	12,028	-	-	-	-
St. Lawrence Islands	15,000	15,000	15,000	20,000	18,000	20,000	20,000
Vidal's Point (2)	-	-	-	17,400	15,050	8,032	7,650
Waterton Lakes	35,334	43,391	44,827	48,592	26,002	15,547	16,237
Yoho	17,093	18,220	23,291	26,431	27,140	10,514	35,000
Total	582,350	616,215	541,350	559,329	488,721	359,582	391,371

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

(2) Abolished 1930.

(+) Estimated.

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

		1 9 3 9	1 9 3 8	1 9 3 7	1 9 3 6
		Jan. 1- Dec. 31.	Jan. 1- Dec. 31.	Jan. 1- Dec. 31.	May 1- Dec. 31.
Automobile accessories -					
Total Imports	\$	97,591	111,967	101,945	100,871
From United Kingdom	\$	46	114	102	45
" United States	\$	97,522	111,846	101,827	100,826
Automobile tires and tubes -					
Total Imports	\$	153,741	130,742	83,279	49,002
From United Kingdom	\$	21	59	320	34
" United States	\$	153,698	130,643	82,836	48,968
Boots and shoes -					
Total Imports	\$	912,679	846,044	643,221	303,959
From United Kingdom	\$	11,583	19,865	22,912	17,965
" United States	\$	897,382	821,960	617,139	285,091
Clothing -					
Total Imports	\$	4,309,096	4,079,501	3,371,105	1,755,013
From United Kingdom	\$	143,307	286,076	336,206	280,710
" United States	\$	4,122,292	3,746,133	2,975,114	1,455,924
Radios -					
Total Imports	\$	809,564	687,191	502,321(+)	-
From United Kingdom	\$	1,013	764	1,954(+)	-
" United States	\$	806,478	685,233	499,866(+)	-
Furniture and household appliances -					
Total Imports	\$	1,216,050	1,001,031	740,351	467,529
From United Kingdom	\$	18,261	29,853	33,978	21,387
" United States	\$	1,177,546	958,579	692,200	442,004
Miscellaneous articles -					
Total Imports	\$	1,988,095	1,858,027	1,591,786	852,265
From United Kingdom	\$	118,460	246,390	288,874	230,725
" United States	\$	1,822,295	1,554,289	1,235,617	598,878
Total Incidental purchases by Canadians returning from other countries -					
Total Imports	\$	9,486,816	8,714,503	7,034,008	3,528,639
From United Kingdom	\$	292,691	583,121	684,346	550,866
" United States	\$	9,077,213	8,008,683	6,204,599	2,931,691

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

(+) From April 1, 1937.

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