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DEPARTMENT OF TRADE AND COMMERCE

DOMINION BUREAU OF STATISTICS

# THE TOURIST TRADE

CANADA

1933

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Dominion Statistician:

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The tourist is not exactly a new phenomenon in Canada. Even in the days of New France there were visitors who might properly be described as tourists although the numbers of such were effectually limited by the difficulties of travel. With the advent of the railways a great advance over the slow progress by lake and river or over corduroy roads became possible. Tourist travel as we know it to-day, however, is largely a post-war development made possible by the development of the automobile and the building of good roads. It is a rather striking example of the modern tendency for the consumer to devote a large and increasing proportion of his income to the purchase of services rather than goods.

To Canada, as to many other countries, the tourist trade has become an important source of revenue materially affecting the balance of trade. It represents the economic disposition of national assets in which Canada is particularly rich, namely, varied and picturesque scenery, invigorating climate and the facilities for fishing, hunting and summer and winter sports provided by innumerable lakes, rivers, forests and mountains. The tourist trade is in fact an "invisible" export which helps to pay for the goods and services we find it necessary to import or the money borrowed from abroad and is thus an important factor in keeping our international financial relations in a healthy state. An important feature of this exchange of our vacation facilities for part of our requirements from other countries is that with proper care our store will not be depleted but may, at relatively little cost, be improved and enhanced in value.

Canada's tourist trade is largely concerned with the United States. The expenditures of tourists<sup>#</sup> from that country constitute over 90 per cent of the total tourist revenue, while Canadian travel to the United States and tourist outlays there are also high. There is nothing unusual about this. The people in both countries come from much the same stock, they have similar customs, habits and tastes, a common language and many interlocking business interests, there are numerous lines of easy communication and frontier restrictions are few so that it is not surprising that travel between the two countries is greater than that over any other international border.

Apart from the revenue which Canada derives directly from the tourist trade, there are many other important results. First hand knowledge of the country, its products and resources cannot but stimulate the demand for Canadian products in the countries from which the visitors come and increase the supplies of new capital looking for investment here. There is, too, a value derived from neighbours becoming better acquainted and through the exchange of ideas that cannot be measured in dollars and cents. A more widely diffused knowledge of the culture, interests and difficulties of other nations leads to a richer social and intellectual life for all and the mutual understanding which springs from such contacts is an invaluable source of international good will.

Canada's tourist trade, in common with that of most countries showed a marked contraction in 1933 reflecting the low level of economic activity, the general lowering of incomes and the "depression" psychology which probably reached its height during last year's tourist season. Not only did the volume of travel show a considerable decline but there was an unusually sharp drop in tourist expenditures in Canada the estimated value of which receded to less than the 1923 level.

It is reasonable to believe that the above condition is only temporary and that a great increase in tourist travel will accompany the next cycle of prosperity. The present is, then, a good time to take stock of this industry which has great potentialities. Intensive study and wise planning are necessary to control its many ramifications, to eradicate undesirable efforts to capitalize it before they become too strongly entrenched and to encourage its future development along sound lines. Canada's tourist business is a national asset worth of the most intelligent cultivation.

# The term tourist is used in a broad sense as comprising temporary visitors on commercial, professional, educational, or other missions as well as those travelling solely for pleasure.



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

### EXPENDITURES IN CANADA OF TOURISTS FROM OTHER COUNTRIES

The total expenditures in Canada of tourists from other countries in the years 1920-33 are estimated to have been approximately as follows:-

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

NOTE: - Figures prior to 1924 are only roughly comparable with later ones. Those for the years 1924-1933 have been prepared from more complete data and revised when necessary to ensure comparability.

Tourists visiting Canada may be divided into three classes: (a) tourists from overseas countries; (b) tourists from the United States by automobile; (c) tourists from the United States by rail and steamer. The estimated expenditures of tourists in these classes during 1932 and 1933 were as follows:

#### Estimated Tourist Expenditures in Canada:

	<u>1933</u>	<u>1932</u>
	\$	\$
<u>Tourists from Overseas Countries</u>		
Saloon	2,484,000	3,362,000
Cabin	2,868,000	4,224,000
Other (tourist, third, etc.)	2,411,000	2,957,000
Total	7,763,000	10,543,000
<u>From the United States by Automobile Entering by Ports in</u>		
Maritime Provinces	3,725,000	8,397,000
	(3,986,000)#	(9,237,000)#
Quebec	16,610,000	35,904,000
	(17,773,000)#	(39,495,000)#
Ontario	45,719,000	87,482,000
	(48,920,000)#	(96,230,000)#
Manitoba	774,000	1,607,000
	(828,000)#	(1,768,000)#
Saskatchewan	384,000	681,000
	(410,000)#	(749,000)#
Alberta	327,000	614,000
	(349,000)#	(675,000)#
British Columbia	4,657,000	10,622,000
	(4,984,000)#	(11,684,000)#
Total	72,196,000	145,307,000
	(77,250,000)#	(159,838,000)
<u>From the United States by Rail and Steamer</u>		
	29,460,000	38,243,000
	(32,111,000)#	(42,067,000)#
Total Expenditures	117,124,000 #	212,448,000 #

# Canadian dollars.



(a) Tourists to Canada from Overseas Countries.- Statistics of non-immigrants entering Canada via ocean ports, as published by the Department of Immigration and Colonization, were used as the basis for this estimate. These include professionals, students, theatricals, members of diplomatic corps and other transients as well as tourists in the strictly narrow sense. They numbered in 1933, 9,650, a decline of 10 per cent from the previous year. Passengers travelling first or saloon class numbered 2,258, cabin class passengers 3,374, and other passengers (tourist, third, etc.) numbered 4,018 these being declines of 187, 555 and 363, respectively, as compared with the previous year. Statistics of non-immigrant entries into Canada by ocean ports during the past five years are given below:

Non-immigrant Arrivals by Ocean Ports.

Class of Steamship Passage	1933	1932	1931	1930	1929
Saloon or First	2,258	2,445	2,432	2,780	2,859
Cabin	3,374	3,929	4,389	5,510	5,906
Tourist, Third, etc.	4,018	4,381	5,408	4,288	4,707
Total	9,650	10,755	12,229	12,578	13,472

The Bureau has placed its estimate of the average expenditures in Canada of overseas tourists at \$1,100 for those travelling saloon class, \$850 for cabin class and \$600 for other passengers. No direct information as to the expenditures of these visitors from overseas countries is available. The above rates are based upon information collected from Canadian tourists travelling abroad but are placed at a somewhat higher level since the latter class includes considerable numbers of British-born and foreign-born on visits to relatives with consequently lessened expenditures. These rates are lower than those used in previous years. They are also considerably lower than similar ones adopted in the United States, and it is felt are conservative.

Applying the above averages to the respective classes, the total expenditures of the 9,650 tourists from overseas countries in 1933 are estimated to have been approximately \$7,763,000, as compared with expenditures of \$10,543,000 by 10,755 tourists in 1932.

(b) Tourists from the United States by Automobile.- A substantial decline in the volume of automobile travel between Canada and the United States occurred in 1933. The number of automobiles from the United States entered for touring purposes, as reported by the Department of National Revenue, was 3,096,887, a decline of 24.5 per cent from the previous year and of 42.8 per cent from the peak year 1930. Entries by provinces, according to class of permit during the past five years are shown in the following table:-

Foreign Automobiles Imported into Canada for Touring Purposes

	1933	1932	1931	1930	1929
<u>Admitted for a Period not Exceeding 24 Hours.</u>					
<u>Entering by Ports in</u>					
Maritime Provinces	108,571	234,922	241,076	243,375	158,860
Quebec	199,313	222,801	244,770	268,538	203,668
Ontario	1,844,643	2,497,384	2,834,427	3,470,589	2,922,536
Manitoba	22,241	31,999	30,144	35,043	23,215
Saskatchewan	13,287	16,098	19,629	20,577	33,333
Alberta	11,651	17,720	26,592	24,345	15,780
British Columbia	33,712	49,466	42,854	47,633	59,196
Canada	2,233,418	3,070,390	3,439,492	4,110,100	3,416,588





Foreign Automobiles Imported into Canada for Touring Purposes - Concluded.

	1933	1932	1931	1930	1929
<u>Admitted for a Period not Exceeding 60 Days</u>					
<u>Entering by Ports in</u>					
Maritime Provinces	45,124	53,268	60,662	57,876	39,034
Quebec	237,007	313,243	400,748	380,020	319,942
Ontario	494,304	552,011	857,095	693,607	582,128
Manitoba	9,455	11,593	14,451	15,891	6,350
Saskatchewan	4,412	4,632	4,855	5,734	15,166
Alberta	3,713	3,854	5,362	6,174	5,863
British Columbia	69,121	94,366	126,580	137,728	122,531
Canada	863,136	1,032,967	1,469,753	1,297,030	1,091,014
<u>Admitted for a Period not Exceeding Six Months.</u>					
Maritime Provinces	80	61	72	70	58
Quebec	65	102	417	1,412	215
Ontario	150	191	198	407	836
Manitoba	4	12	13	93	2
Saskatchewan	2	6	3	289	15
Alberta	2	1	-	-	10
British Columbia	30	47	41	57	71
Canada	333	420	744	2,328	1,207

In view of the importance of this traffic the United States' Department of Commerce and this Bureau have collaborated during the past few years in an effort to obtain reasonably exact figures of the expenditures involved. During the summer of 1933 through the courtesy of border officials of the Department of National Revenue, 7,000 postcard questionnaires were distributed to United States' motorists who had been in Canada. The completed questionnaires were returned to the Department of Commerce which compiled the data (see appendix 1). Similar questionnaires were distributed among Canadian motorists proceeding to the United States and the data obtained therefrom were compiled by the Dominion Bureau of Statistics (see appendix 2). The resulting information was exchanged, various factors tending to influence the reported expenditures were discussed and all rates used in estimating the Canadian-United States tourist trade were mutually agreed upon.

The average expenditures of tourists in each of the three permit classes dropped sharply. Some general factors contributing to this result have already been mentioned - the low level of economic activity, the contraction of incomes, the repeal of prohibition in the United States, and the prevalent "depression" psychology which resulted in an abnormal tendency to cut holiday expenditures to the bone.

The average expenditure of the cars on 60-day permits (the most lucrative class from Canada's standpoint) was \$59.80 as compared with \$106.25 in 1932 - a drastic drop of over 43 per cent. Reference to appendix 1 will show that the average number of days spent by tourists in this class declined from 8.26 in 1932 to 5.67 in 1933 and the average number of passengers per car from 3.01 to 2.83. Again there was less inducement for the United States tourist to take back merchandise than in 1932 when exchange conditions were much more in his favour. Even after allowance has been made for such factors, however, it is thought that the reported expenditure is somewhat low. A comparatively large number of cars in the 60 day permit class - 58 out of 479 as compared with 33 out of 692 in 1932 - spent only one day in Canada. A possible explanation is that many motorists proceeding to the World's Fair took a short cut through Canada. Their expenditures in Canada would, of course, be abnormally low. If the average of one day cars in the 60 day group were reduced to the proportions of previous years the average expenditure would be at least \$65. It was, therefore, thought advisable to adopt an average expenditure rate somewhat above that reported and the figure \$63.50 was used.

.....



The average expenditure of cars in the 24-hour permit class was \$7.68 as compared with \$11.95 last year. It is probable that a small part of the decline was due to the drop in the average number of passengers per car from 3.3 in 1932 to 2.9 in 1933. Most of it, however, must be attributed to other reasons such as those mentioned above. The distribution of the questionnaires took place in the late months of the tourist season when there was less of an inducement to buy merchandise than in earlier months when exchange rates were more favourable to the United States tourist. Accordingly, a slight increase in the reported rate was made and \$7.75 was adopted as a reasonable average expenditure for the cars on 24-hour permits.

The average expenditure of the six-month cars reporting was \$234.07 as compared with \$581.92 in 1932. There seems no doubt that in addition to the general causes already mentioned, the sharp drop in the average number of days spent in Canada - 43.5 as compared with 85.1 - was an important factor in the decline.

Applying the above average expenditure rates to the number of automobiles entered, the estimated expenditures of cars in the 24-hour permit class amounted to \$17,309,000, those of the 60 day cars to \$54,809,000 and those of the six months cars to \$78,000, a total for all motorists of \$72,196,000 which, converted into Canadian dollars at the average exchange rate of \$1.07 for the period May-October, represents receipts in Canada of approximately \$77,250,000. These figures compare with \$145,307,000 in United States dollars or \$159,838,000 in Canadian dollars in 1932.

Further details as to the expenditures of motor tourists are presented in the table on page 2. It should be noted, however, that the provincial figures do not necessarily represent expenditures in the respective provinces but only the expenditures of motorists who enter Canada by ports in the province specified and who may visit and spend part of their money in other provinces before leaving the country. For instance, 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. This Bureau does not attempt to estimate the total revenue from tourist expenditures accruing to the respective provinces.

The questionnaire returns showed that cars on 24-hour permits motored on the average 186.17 miles as compared with 180.91 miles in 1932, while cars on 60-day permits motored 487.32 miles as compared with 584.26 miles, and cars on 6-month permits motored 1,300 miles as compared with 1,432.15 miles the previous year (See appendix 1).

(c) Tourists from the United States by Rail and Steamer. - Statistics obtained from the principal railway and steamship companies as to the number of passengers ticketed from the United States to Canadian points and vice versa were used as the basis of this estimate. The total number of passengers ticketed from the United States to Canada includes United States' immigrants to Canada numbering in 1933, 8,500; returning Canadians numbering 10,209; United States' tourists to Canada and returning Canadian tourists. The numbers in the first two classes, known from the records of the Department of Immigration, were subtracted from the total but lacking direct data, an estimate had to be made as to what proportion of the remainder were United States tourists to Canada and what proportion Canadian tourists. It was assumed that railway and steamship tourists to each country would be roughly in the same proportions as automobile tourists after allowance had been made for the difference in the ratio of population to passenger cars in the two countries. (There was in 1933 one passenger automobile to approximately 11.5 persons in Canada and one to 6.1 persons in the United States). On this basis the total number of passengers ticketed from the United States to Canadian points was distributed between United States tourists to Canada and Canadian tourists to the United States in the same proportions as 3,096,887 x 6.1: 417,132 x 11.5, the resultant estimate for the former class being 775,248 and for the latter 235,279. There may be a considerable margin of error in these figures as the assumed ratio between railway tourists and motor tourists may not be correct, but no better basis for estimation is at present available.

The same causes which operated to reduce the outlays of tourists by automobile would also tend to reduce those of tourists by rail and steamer though in all probability to a lesser extent. The average expenditure of tourists in this class was estimated at \$38, a decline of 15.6 per cent from last year's rate. Applying the above rate, the total expenditures of rail and steamer tourists to Canada in 1933 are estimated at approximately \$29,459,000 United States' dollars or, allowing the average premium for the year of 9 per cent at \$32,110,000 in Canadian dollars.

The total value of the tourist business to Canada in 1933 is therefore, estimated at \$117,124,000 Canadian dollars as compared with \$212,448,000 in 1932.



# EXPENDITURES OF CANADIAN TOURISTS IN FOREIGN COUNTRIES.

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

## Canadian Tourist Expenditures in Foreign Countries

	\$	<u>1933</u>	\$	\$	<u>1932</u>	\$
<u>Tourists to Overseas Countries</u>						
Saloon		2,713,000			3,392,000	
Cabin		3,419,000			4,984,000	
Other (Tourist, Third, etc.)		7,850,000			10,879,000	
Total			13,982,000			19,255,000
<u>Tourists to the United States by Automobiles</u>						
<u>Motorists leaving Canada by ports in</u>						
Maritime Provinces		467,000			404,000	
Quebec		5,706,000			6,590,000	
Ontario		9,723,000			10,803,000	
Manitoba		790,000			706,000	
Saskatchewan		394,000			333,000	
Alberta		140,000			127,000	
British Columbia		7,391,000			8,284,000	
Canada			24,611,000			27,247,000
<u>Tourists to the United States by Rail and Steamer</u>			12,267,000			10,901,000
Total Expenditures			50,860,000			57,403,000

(a) Canadian Tourists to Overseas Countries.- Estimates of Canadian tourist expenditures in overseas countries are based largely on two classes of data (1) statistics of returning Canadians via ocean ports as recorded by the Department of Immigration and (2) the results of questionnaire returns by passport applicants.

Canadian tourists to overseas countries in 1933 aggregated 27,406, approximately 12 per cent fewer than in 1932. Passengers of the first or saloon class numbered 2,707, cabin class passengers, 5,073, and other passengers, 19,626 as compared with 2,887, 5,388 and 22,902 respectively the previous year. Comparative figures for the five-year period 1929-33 are shown in the table below:

## Returned Canadians via Ocean Ports.

	1933	1932	1931	1930	1929
Saloon or First	2,707	2,887	2,738	3,284	2,815
Cabin	5,073	5,388	5,892	8,948	11,253
Tourist, Third, etc.	19,626	22,902	21,333	26,191	26,292
Total	27,406	31,177	29,963	38,423	40,360



The Bureau, late in 1933, mailed a questionnaire to each of some 4,000 applicants for passports selected at random from the records of the Dominion Passport Office, asking for information as to individual expenditures, length of time abroad, class of steamship accommodation and value of merchandise brought back. Of those canvassed 1,649 replied in time to be included in the survey. The results are shown in detail in appendix 3.

As would be expected in view of prevailing trends the average reported expenditures proved considerably lower than those previously used. For convenience round numbers were adopted as follows: \$1,002 for passengers of the saloon class, \$674 for cabin class and \$400 for other passengers. The comparatively small outlays of the last class, which comprises tourist and third class accommodation are due to the fact that included therein are comparatively large numbers of British born and to a lesser extent foreign born on visits to relatives whose expenses for subsistence in consequence are materially lessened.

(b) Canadian Tourists to the United States by Automobile.- Canadian automobiles exported to the United States for touring purposes as recorded by the Department of National Revenue, were used as the basis of this estimate. Comparative figures for the past five years are given in the following table:

Canadian Automobiles Exported for Touring Purposes.

	1933	1932	1931	1930	1929
<u>Cars leaving by ports in</u>					
Maritime Provinces	7,920	5,587	9,437	6,944	27,872
Quebec	96,718	91,148	132,576	140,684	145,714
Ontario	164,795	149,418	234,077	275,385	283,250
Manitoba	13,387	9,762	14,469	15,299	15,375
Saskatchewan	6,678	4,613	8,145	9,875	17,736
Alberta	2,368	1,750	2,819	2,939	2,795
British Columbia	125,266	114,579	135,332	143,998	126,830
Canada	417,132	376,857	536,855	595,124	619,572

Canadian cars proceeding to the United States increased by 40,275 or 9.7 per cent over the preceding year. The World's Fair acted as a magnet for large numbers of Canadians. The more favourable exchange situation as compared with 1932 in which year it operated to contract this class of travel abnormally, also contributed to the increased travel.

Through the courtesy of customs officials some 10,000 post card questionnaires asking for information as to individual expenditures, length of stay, etc., were distributed to Canadian motorists proceeding to the United States. The returns were compiled in three classes according to the length of time spent in the United States in order that comparison might be made with the corresponding classes of United States motorists. There is, however, no subdivision according to length of permit in the case of the Canadian cars so that it is necessary to use a total expenditure rate for all cars. A summary of the questionnaire results appears in appendix 2.

The average expenditure of the 1,105 Canadian cars which reported amounted to \$58.94. This is a considerable decline from the reported average of \$72.29 in 1932, but is proportionately much less than the corresponding decline in the expenditures of United States motorists. Canadian visitors to the World's Fair would, in all probability, spend more than the average tourist, offsetting to some extent the prevailing tendency to limit expenditures as much as possible and the reduced outlays in Canadian money because of the more favourable exchange rate. The 1933 sampling commands considerable confidence because of the large number of replies received. The result was, therefore, accepted as reasonable. A slight allowance was made for late returns which tend to raise the average somewhat and the round number \$59 adopted. Applying this rate to the number of cars exported for touring the resulting estimate for the total expenditures of Canadian automobile tourists in 1933 is approximately \$24,611,000 as compared with \$27,247,000 in 1932.





(c) Canadian Tourists to the United States by Rail and Steamer.- The method of estimating the number of tourists in this class is described under "Tourists entering Canada from the United States by Rail and Steamer" (See page 5). The resultant estimate for Canadian rail and steamer tourists was 285,279 as compared with 227,103 in 1932. These tourists probably had fewer opportunities to economize in their spending than had motorists. However, a reduction in the estimated rate from \$48 to \$43 was made. This is somewhat higher than the similar figure for tourists from the United States to Canada but is thought reasonable in view of the numbers of wealthy Canadians who go south for the winter. Applying the above rate, the total expenditures of rail and steamer tourists to Canada are estimated to have been approximately \$12,267,000 in 1933 as compared with \$10,901,000 in 1932.

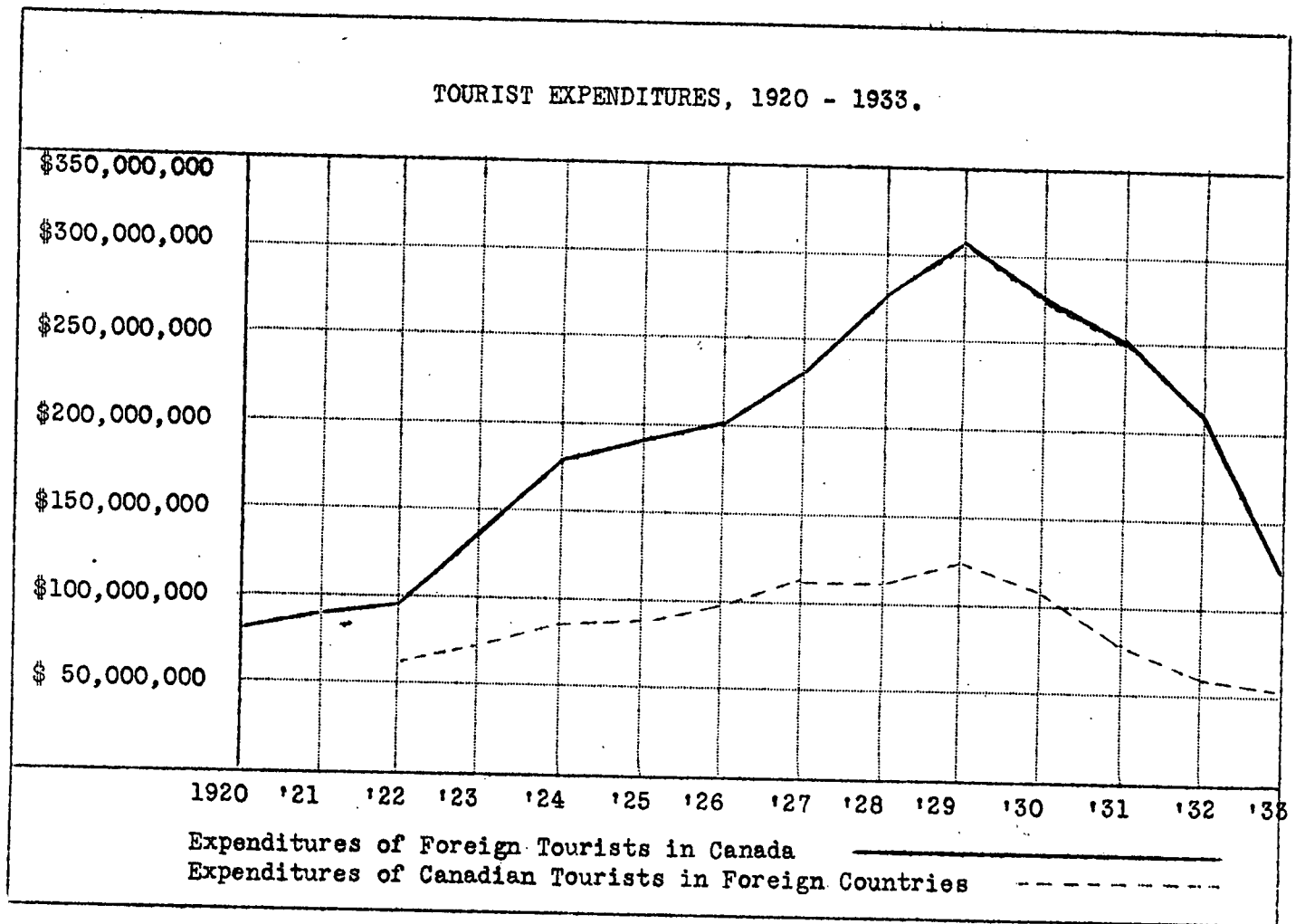
The total expenditures of Canadian tourists in foreign countries are thus estimated to have been approximately \$50,860,000 in 1933, a decline of \$6,543,060 from those of the previous year.

The expenditures in Canada of tourists from foreign countries as compared with the expenditures of Canadian tourists in foreign countries during the years 1924-33 were as follows:

	Expenditures in Canada of Tour- ists from Foreign Countries	Expenditures of Canadian Tourists in Foreign Coun- tries.	Excess of Expendi- tures of Foreign Tourists over those of Canadian Tourists
	\$	\$	\$
1924	173,002,000	84,973,000	88,029,000
1925	193,174,000	86,160,000	107,014,000
1926	201,167,000	98,747,000	102,420,000
1927	238,477,000	108,750,000	129,727,000
1928	275,230,000	107,522,000	167,708,000
1929	309,379,000	121,645,000	187,734,000
1930	279,238,000	100,389,000	178,849,000
1931	250,776,000	76,452,000	174,324,000
1932	212,448,000	57,403,000	155,045,000
1933	117,124,000	50,860,000	66,264,000



The favourable balance accruing to Canada on tourist trade account in 1933 amounted to \$66,264,000 (Canadian funds), a decline of \$121,470,000 from the peak year 1929.





APPENDIX 1.- RETURNS FROM QUESTIONNAIRES TO UNITED STATES  
AUTOMOBILE TOURISTS IN CANADA, 1933.

Number and kind of Return	Days	Persons	Amount Spent	Miles
1-day permits (113)	113	328	\$ 862.00	21,037
Average - 1933	1	2.90	7.68	186.17
Average, 165 returns, 1932		3.30	11.95	180.91
" 116 " 1931		3.00	13.28	123.85
" 200 " 1930		3.55	13.61	109.70
" 140 " 1929		3.17	15.74	111.20
" 94 " 1928		3.40	15.33	--
60-day permits (479)	2,718	1,357	\$28,647.00	233,426
Average - 1933	5.67	2.83	59.80	487.32
Average, 692 returns, 1932	8.26	3.01	106.25	584.26
" 621 " 1931	5.88	2.99	101.83	551.44
" 913 " 1930	5.64	3.08	110.39	468.75
" 569 " 1929	6.08	3.17	144.60	487.76
" 1,200 " 1928	9.62	3.20	156.35	--
6-month permits (14)	609	42	\$3,277	18,200
Average - 1933	43.50	3.00	234.07	1300.00
Average, 13 returns, 1932	85.08	4.00	581.92	1432.15
" 27 " 1928	72.6	2.81	560.00	--



APPENDIX 2. - Returns from 1933 Questionnaire to Canadian Automobile Tourists to the United States.

Number of Returns		Number of Days in U.S.A.	Number of Passengers	Total Expenditures	Merchandise Declared	Number of Miles Motored in U.S.A.
				\$	\$	
<u>Cars which remained in the United States 1 day or less</u>						
First	100 returns	100	413	668	9	8,642
Second	100 "	100	365	654	17	9,007
Last	25 "	25	86	159	1	4,320
Total	225 returns	225	864	1,481	27	21,969
Average	225 "	1	384	6.58	0.12	98
Average	128 " in 1932	1	396	5.64	0.08	96
"	235 " " 1931	1	372	5.90	0.26	83
"	359 " " 1929	1	392	6.79	0.21	60

Cars which remained in the United States from 2 - 60 days

First	100 returns	667	388	7,357	50	56,401
Second	100 "	491	396	5,727	78	46,919
Third	100 "	779	366	7,908	43	63,008
Fourth	100 "	609	321	5,968	104	84,783
Fifth	100 "	599	347	6,503	79	82,747
Sixth	100 "	482	318	4,647	51	73,524
Seventh	100 "	924	327	8,973	258	154,731
Eighth	100 "	716	318	7,604	86	108,101
Last	78 "	641	278	5,659	138	96,018
Total	878 returns	5,908	3,059	60,346	887	766,232
Average	878 "	6.73	3.48	68.73	1.01	873
Average	417 " in 1932	7.07	3.47	79.78	.63	856
"	453 " " 1931	7.98	3.14	95.66	2.43	1118
"	1,166 " " 1929	8.17	3.50	119.64	1.85	957

Cars which remained in the United States more than 60 days but not more than 6 mos.

Total	2 returns	177.0	6	3,300	500	12,000
Average	2 "	88.0	3	1,650	250	6,000
Average	3 " in 1932	68.0	3.7	1,875	83	4,666
"	5 " in 1931	96.7	2.7	2,183	127	6,000
"	5 " " 1929	90.8	3.0	2,151	162	9,240
Total	1105 returns	6,310	3,929	65,127	1,414	800,201
Average	" "	5.71	3.56	58.94	1.19	724
Average	548 " in 1932	5.98	3.59	72.29	0.95	699
"	691 " " 1931	5.99	3.34	74.20	2.23	787
"	1530 " " 1929	6.76	3.6	99.80	1.99	778





SUMMARY OF RETURNS FROM OVERSEAS TOURISTS, 1933.

	Number of Persons	Number of Days	Total Expendi- tures	Value of Merchandise on which Duty Paid	Steam- ship Fare
<u>Saloon Passengers</u>			\$	\$	\$
Average	103	4,837	103,183	2,927	35,146
		46.96	1001.78	28.41	341.22
<u>Cabin Passengers</u>					
First 100 returns	100	4,641	68,515	793	21,284
Last 82 "	82	3,168	54,177	1,625	20,039
Average	182	7,809	122,692	2,418	41,323
		42.91	674.13	13.29	227.05
<u>Tourist Passengers</u>					
First 100 returns	100	4,723	45,904	859	17,557
Second 100 "	100	4,844	46,624	335	17,098
Third 100 "	100	4,927	44,280	408	18,738
Fourth 100 "	100	5,714	48,902	385	16,940
Fifth 100 "	100	4,853	46,505	424	17,870
Sixth 100 "	100	4,707	46,326	492	16,296
Seventh 100 "	100	4,840	45,072	429	17,554
Last 77 "	77	3,678	37,879	258	14,196
Average	777	38,286	361,492	3,590	136,249
		49.27	465.24	4.62	175.35
<u>Third Class Passengers</u>					
First 100 returns	100	6,525	31,463	183	13,144
Second 100 "	100	4,797	31,447	171	13,092
Third 100 "	100	4,967	31,457	243	13,608
Fourth 100 "	100	5,645	30,238	81	13,619
Fifth 100 "	100	6,027	31,226	189	12,591
Last 87 "	87	4,561	26,402	93	11,328
Average	587	32,522	182,233	960	77,382
		55.40	310.45	1.64	131.83
<u>Total Tourist &amp; Third</u>	1,364	70,808	543,725	4,550	213,631
Average		51.91	398.63	3.34	156.62

