

The most convenient method of measuring the volume of travel from the United States to Canada is by means of transport and while the actual number of bona fide tourists is difficult to ascertain among the more than 21,000,000 border crossings in a year such as 1946, it is possible to segregate the huge volume of short-term, local, and in-transit traffic and arrive at a fairly satisfactory evaluation of the tourist trade proper.

The expenditures of travellers from the United States in Canada were over \$163,000,000 in 1945, a recovery of some 40 p.c. from the low level of the preceding year. Preliminary estimates for 1946, covering the first year of peace, indicate that United States tourist expenditures in Canada will have reached some \$214,000,000. This remarkable recovery in dollar volume represents a new high record, and is more than double the average receipts from the same source in the war years 1940 to 1944.

A considerable part of the tourist traffic from the United States normally enters Canada by motor-car, and the non-production of new cars coupled with gasoline and tire rationing, had severely curtailed this type of traffic during the War. Traveller's vehicle permits, which are issued to United States cars usually for touring purposes, declined from 1,174,000 in 1941 to a low of 300,000 in 1943 but recovered to 860,000 in 1945. The total for 1946 exceeded 1,492,000—a new record.

During the war years, entries by other means of transport such as train, through-bus and aeroplane, increased considerably. The 10 p.c. premium accruing to United States currency served to encourage this movement, in addition to a somewhat lower price level in Canada and fewer shortages of certain commodities. The post-war trend indicates that the number of tourist passengers by bus and aeroplane has continued to advance while automobile traffic has increased sharply. There was a decline during 1946 in the use of rail facilities by tourists, but entries by rail are still well above pre-war levels.

The years 1945 and 1946 have given a striking demonstration of the resilience of the tourist trade and suggested the great economic possibilities of development in hotel and tourist accommodation, improved highways, national parks, and other attractions, coupled with widespread publicity at home and abroad.

Canadian Travel Expenditures in the United States.—The pattern and volume of Canadian travel in the United States during the war years was influenced by restrictive measures necessary to conserve the limited Canadian supply of United States currency for more essential wartime purposes. In July, 1940, virtually all Canadian pleasure travel involving the expenditure of United States dollars was eliminated and consequently Canadian travel in the United States declined to depression levels. After May, 1944, some modifications in the restrictions resulted in an increase of Canadian travel but it was not until the following May that United States funds were made available more freely in amounts sufficient for most normal travel expenditures. Thus in 1941, as a result of currency restrictions, expenditures of Canadian travellers in the United States receded to about \$18,000,000 compared with \$40,000,000 in 1940 and \$67,000,000 in 1939. Recovery was gradual and by 1944 Canadian expenditures were estimated at \$57,000,000 and, with the further easing of restrictions, rose to \$81,000,000 in 1945. The year 1946 was one of very active movement to the United States by Canadians, despite the delayed production of new automobiles and tires. With the return of Canadian currency to parity with United States dollars early in July, 1946, the tourist movement of Canadians was probably accentuated, despite the generally higher cost of living and touring costs