

Receipts from travellers arriving by train reached a peak of \$67,000,000 in 1944, a condition resulting directly from restricted automobile traffic. The high level achieved in that year was reduced in successive years until by 1947 it was \$56,000,000; however, even this amount is well above pre-war levels. Travel from the United States by water has made a continuous recovery from the low mark of 1942 when vessels of all kinds were either directly or indirectly involved in the war effort. In 1942, receipts from arrivals by boat were only \$4,000,000. Five years later, in 1947, receipts were \$22,000,000. On the eastern seaboard the resumption in the summer of 1947 of the popular steamship service between Boston and Yarmouth was an important contributing factor.

The growth in tourist traffic by air during the past decade has been spectacular. In 1939, receipts from aeroplane passengers amounted to approximately \$1,000,000 annually; by 1947 they had reached \$13,000,000 annually and showed a more rapid rate of increase than any other means of travel.

Receipts from passengers entering Canada by bus increased in 1947 but at a slower rate of increase than was shown by most other means of travel.

Canadian Travel Expenditures in the United States.—Expenditures of Canadian travellers in the United States during 1947 are estimated at \$152,000,000, or \$22,000,000 more than the previous record established in 1946. (For purposes of comparison it may be pointed out that, for the period of ten years immediately preceding the war, such expenditures were \$52,000,000, and the pre-war high in 1929, was \$81,000,000.) The increase in Canadian expenditures in the United States can be attributed not only to increased volume of traffic but to a rise in the average expenditure per person for almost all types of travel. Higher prices for practically all goods and services paid for by the travellers have contributed to the rise in expenditures.

As a means of conveying Canadian travellers across the International Boundary the automobile has always played a less important role than it has in bringing United States travellers to Canada. In 1947, automobile travel ranked third, after train and bus, when considered in relation to expenditures of Canadian travellers in the United States. However, automobile traffic is increasing more rapidly than bus traffic and as production is increased may bring a reversal of the relative positions of these two means of conveyance.

Expenditures of Canadians returning from the United States by rail in 1947 showed an increase of 5 p.c. over those of 1946. This increase was due entirely to higher average spending per passenger, as the number of travellers by rail showed a slight decline. Expenditures of Canadians returning by boat, plane and other miscellaneous means of conveyance in 1947, were only 22 p.c. of the total, a slight increase over 1946.

Travel Between Canada and Overseas Countries.—Tourist travel involving ocean voyages virtually ceased under wartime conditions, and expenditures of travellers from overseas countries were mainly by persons travelling on official or