

expenditures made substantial annual gains until in 1947 they reached a peak of \$167,000,000, a figure more than twice as large as the average annual expenditures for the preceding 20 years. Late in 1947 the virtual elimination of tourist purchases abroad and the establishment of a ration for pleasure travel involving expenditures of United States exchange were introduced as part of the Emergency Exchange Conservation program. Consequently, expenditures of Canadian travellers in 1948 experienced their first decline in seven years—from \$167,000,000 to \$134,000,000. The resulting net credits were \$157,000,000, 52 p.c. more than the previous record of \$103,000,000 which had held since 1929.

In 1948 automobile travel ranked third after train and through bus when considered in relation to expenditures of Canadian travellers in the United States. Automobile traffic, however, has increased more rapidly than bus and the easing of the restrictions on tourist purchases abroad at the beginning of 1949 may well bring a reversal of the relative positions of these two means of travel. Expenditures of Canadian motorists in the United States totalled \$25,000,000 in 1948, the decline being smaller proportionally than for other types of travel. Expenditures of Canadians returning by bus totalled \$26,000,000 in 1948, a decline of 26 p.c. from the previous year.

The greatest drop in expenditures occurred in train travel, the total of \$36,000,000 being 31 p.c. lower than in 1947. The decrease was brought about by a combination of diminished traffic and lighter spending per person. Expenditures of aircraft passengers at \$7,000,000 dropped 19 p.c. whereas travellers by boat spent \$3,000,000, a drop of 24 p.c. Residents of Canada returning from the United States on foot and by ferry, local bus, and all other means of transportation accounted for expenditures of \$16,000,000.

Travel Between Canada and Overseas Countries.—Total expenditures in Canada by non-immigrant travellers from overseas countries including Newfoundland were estimated at \$13,000,000 for 1948, compared with \$10,000,000 for 1947. Improved service by water and air brought travellers in greater numbers than in the year before, but currency restrictions abroad kept average expenditures per person to a minimum. Traffic in 1948 contained a larger proportion of travellers from Newfoundland who customarily stay for shorter periods and spend less than travellers from distant countries.

Canadians travelled to overseas countries in greater numbers in 1948 than in 1947, the increase being larger than that which occurred in overseas travellers visiting Canada. A higher proportion of the total than formally travelled by air. Air travellers in general make visits of shorter duration but their rate of spending while abroad is usually higher. As more than one-half the Canadian overseas air traffic is handled by Trans-Canada Air Lines a considerable part of the cost of transportation does not represent a movement of funds out of Canada, and consequently is not included in expenditures of Canadians in overseas countries. Many residents of Canada visit relatives while abroad, a factor tending to restrict overseas expenditures. Total travel expenditures in overseas countries including Newfoundland in 1948 were estimated at \$21,000,000 as against \$15,000,000 in 1947. The result in net debits was \$8,000,000 compared with \$5,000,000 in 1947.