

the four years 1948 to 1951, changes from year to year being of a minor nature. Receipts in each of these years have surpassed those of any other year on record by a margin of \$17,000,000 or more. A large part of this gain, of course, was owing to higher prices. United States travel expenditure adjusted for changes in price levels as reflected in the Canadian cost-of-living index reached a peak in 1947 and declined moderately in each succeeding year.

The decline in spending by United States visitors in 1951, accompanied by a gain in the number of visits, indicates lower average spending per visit, which may be due to shorter visits or lighter spending per day or a combination of the two. With regard to non-automobile traffic there appears to have been little change in the length of visit but average expenditure per day was 6 p.c. lower than in 1950. There has been a tendency for motorists to make shorter visits during recent years. If special groups such as summer residents and commuters are excepted there has been a decline of 16 p.c. between 1947 and 1951 in the average length of stay of motorists entering the country on customs permits. Much of this decline has occurred in Ontario where each year in-transit traffic accounts for a substantial part of the total number of entries. During recent years in-transit motorists have formed a steadily increasing proportion of the total number of entries into that Province.

**Canadian Travel Expenditure in the United States.**—Canadian travellers spent \$246,000,000 in the United States in 1951—more than three and a half times the amount spent before 1939. Most of the increase of \$53,000,000 in 1951 over 1950 can be attributed to motorists travelling to the United States in greater numbers and staying for longer visits than in the previous year. Their expenditure of \$94,000,000 showed a gain of \$27,000,000. Canadian shopping in the United States was an important item in the spending of motorists—purchases declared under the \$100 customs exemption, at \$47,000,000 in 1951, being 43 p.c. higher than in 1950.

Non-automobile travellers to the United States were 4 p.c. more numerous in 1951 than in 1950 and their expenditure rose by 21 p.c. The greatest contribution was made by train traffic which increased by \$11,000,000. Substantial gains were also made by air and bus traffic and a smaller increase by boat traffic.

**Travel Between Canada and Overseas Countries.**—The volume of travel between Canada and overseas countries is, normally, less than 1 p.c. of that between Canada and the United States. Overseas travellers, however, stay for longer visits and transportation costs are higher, hence their expenditure is more significant than the number of travellers might suggest. The sum of debits and credits in Canada's overseas travel in 1951 amounted to \$50,000,000, or 10 p.c. of travel expenditure between Canada and the United States. In contrast to travel with the United States which has produced an annual credit balance for 25 years or more, travel with overseas countries results generally in a debit balance. In 1951, the balance stood at \$18,000,000—unchanged from 1950 which was the highest on record.

The number of visitors arriving directly from overseas countries in 1951 was 18,200. These were supplemented by an estimated 16,000 arriving from overseas countries via the United States. Expenditure of both groups, at \$16,000,000, was 7 p.c. higher than the 1950 total of \$15,000,000. Canadian travel expenditure in overseas countries in 1951, totalled \$34,000,000. The number of Canadian residents returning via Canadian ports was 44,200, an increase of 1 p.c. over the