

transportation remained relatively constant. A similar set of changes were evident in the national series. Some differences in the magnitude of the changes could be seen by considering the shares of total expenditure excluding personal taxes. For example, the share spent on food fell from 20.7% to 17.9% while the share spent on shelter rose from 19.4% to 21.7%, and even the share for transportation rose from 13.5% to 14.4%.

Across year variation in expenditure patterns were, however, small in relation to between-income-group variation in a particular year. Tables 5.32 and 5.33 show this variation by broad income classes for 1982. Both show that the share for food and shelter was almost halved going from the lowest to the highest income group, from about 24% to less than 12% for food, and from about 30% to 14% for shelter, while the share for personal taxes increased from less than 1% to about 27% of total expenditure.

Differences in patterns of expenditure within the same income class between the selected city and national series were, however, very small except for shelter and transportation. For shelter the share of total expenditures for those living in the selected cities were higher than nationally and more particularly in the lower income groups, whereas for transportation the share was lower in the selected cities and again particularly in the lower income groups.

Other factors were involved in all of these comparisons. For example, average family size fell throughout most of the period, it was higher in each successive income group, and within the same income group it was lower in the selected cities than nationally. The average age of head has not changed much over time, but it does vary across income classes. Incidence of home and automobile ownership also vary widely

across income groups, and within income groups are lower for the selected cities than nationally, particularly in the lower income classes.

The expenditure patterns also reflected increases in real incomes and differences in price changes between expenditure groups. Over the 15-year period average incomes as reported in the Survey of Consumer Finance nearly quadrupled (390%), whereas average prices as measured by the all items Consumer Price Index slightly more than trebled (308%). Real incomes, thus, increased by about 27%, but mostly in the period up to 1976. Differences in price changes between groups were also quite marked. Average food prices, for example, were about three and a half times higher (352%) in 1984 compared to 1969, whereas the average prices of clothing goods and services had only little more than doubled (223%). The latter, at least partially, explained the apparent fall in the expenditure share for clothing.

Tables 5.32 and 5.33 show the expenditure patterns in a summary form, while many of the more interesting changes appear in more disaggregated series. For example, within food, purchases from restaurants took an increasing share of total expenditure over the period and, unlike food purchased from stores, tends to be either a fairly constant share across income groups or even a slightly rising trend. The share for energy categories, on the other hand (fuel, electricity and gasoline), which were subject to some of the highest price increases, were also influenced by conversion and conservation measures, and did not change very much. Other changes included the high expenditures on child care.

More detailed information is provided in the *Family Expenditure in Canada* publications and in unpublished tables.

Sources

- 5.1.1, 5.2 - 5.4 Industrial Relations Information Service, Department of Labour.
- 5.1.2, 5.7.2 Public Affairs, Canada Employment and Immigration Commission.
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- 5.5.2 - 5.5.3 Labour Force Activity Section, Statistics Canada.
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- 5.7.1 Labour Division, Statistics Canada; Public Affairs, Canada Employment and Immigration Commission.
- 5.7.3 Occupational Safety and Health Branch, Department of Labour.