

special classes such as commuters, summer residents, etc.) dropped sharply, the declines varying from less than \$1 per car in British Columbia to over \$12 per car in Alberta. The decline in average expenditure per car was the result of lighter spending per day, judging from the fact that the trend toward a shorter length of stay, established during the previous five-year period, was checked in 1952. The average length of stay for motorists travelling in Canada on customs permits increased from 4.51 days in 1951 to 4.62 days in 1952. The average length of stay in Canada for non-automobile traffic declined during 1952.

Average expenditures of persons entering Canada by rail, bus and boat were higher in 1952, more than counteracting a slight drop in average expenditures of travellers by air and those in the "other travellers" category. The increase in the average expenditure per person-day was fairly substantial because the average length of visit for persons arriving by common carrier declined during 1952.

Canadian Travel Expenditures in the United States.—Expenditures by residents of Canada travelling in the United States climbed sharply from \$246,000,000 in 1951 to \$294,000,000 in 1952, an increase of 19 p.c. Compared with 1948 when maximum exchange restrictions were in force, the 1952 amount represented an increase of \$180,000,000, and compared with 1949 when restrictions had been reduced, the increase was \$129,000,000 or nearly 80 p.c. This was a much greater increase than that reported for all personal expenditures by Canadians on goods and services, an item that rose by 31 p.c. in the same three-year period. An important influence on this trend was the removal of most exchange restrictions on travel in October 1950, and of those remaining at the end of 1951, together with the higher value of the Canadian dollar in 1952.

Expenditures of Canadian motorists travelling in the United States increased by nearly \$25,000,000 in 1952, a gain of approximately 26 p.c. The greatest proportionate gain occurred in the two-day class where expenditures advanced \$10,000,000 or 54 p.c. Higher average expenditures per visit in addition to a gain of 37 p.c. in volume contributed to this increase. In 1951, the two-day class made up 6 p.c. of the total cars returning to Canada, increasing to 7 p.c. in 1952. Shopping trips remaining close to the 48-hour period in the United States may have been responsible for a considerable portion of the gain in the two-day class. Purchases declared under the \$100 customs exemption were \$66,000,000 in 1952, an increase of nearly \$20,000,000, and amounted to more than one-fifth of the total expenditures by Canadian travellers in the United States in that year.

Expenditures for the one-day class of automobile traffic increased from 1951 to 1952 in the same proportion as the volume, around 22 p.c. The gain in expenditures of the group staying more than two days in the United States was less pronounced than the gain in volume owing to a slight decline in the average expenditure per car. The average length of stay for cars staying over two days in the United States was also lower in 1952 than in 1951.

Expenditures of Canadians returning by rail increased by \$17,000,000 in 1952 over 1951, a gain of 29 p.c., although the increase in volume was only 5 p.c. Average expenditure per person increased by approximately 22 p.c., the gain being evenly