# AUTOMOBILE STATISTICS 

for Canada

November 1927

Published by Authority of the HON. JAMES MALCOLM, M. P. Minister of Trade and Commerce.

DOMTNICN BUREAU OF STATISTICS. CANADA
DOMINION STATISTICIAN -- R. H. COATS. B. A., F. S. S. (HON)., F.R.S.C
S. J. COOK, B.A. A.I.C., F.C.I.C., -- Chief of the

MINING, METALLURGICAL AND CHEMICAL BRANCH

## AUTOMOBILE STATISTICS FOR CANADA

## November 1927

Production of automobiles in Canada during November numbered 6,617 cars. This output was the lowest for any month this year and was 15 per cent less then the previous low of 7,791 cars established in October and 33 per cent uncier the output of 9,828 cars in November of a year ago

Compared with the corresponding month in 1925, the producticn of closed car models during November showed an appreciable increase to 3,704 from 2,561 while the output of all other models showed declines. The number of open passenger cars dropped to 1,021 from 3,404 , trucks to 194 from 1,828, chassis to 1,689 from 2,020 and only 9 taxicabs or uuses were made as against 15 during November of last year.

The apparent consumption of automobiles in Canada during November, as determined by ading the imports of 1,221 to the 3,218 produced for sale in the home market, amounted to 4,439 cars. For the year to date the apparent consumption, thus computed, totalled 159,380 cars.

For the eleven months ending November 30,1927 , the cumulative production totalled 175,948 cars having a sales value, f.o.b. plant, of $\$ 115,273,764$. During the corresponding period of 1926 production numbered 197,364 cars valued at $\$ 120,008,584$. Production in Canada for this year to date included 98,984 closed passenger cars, 36,812 open passenger cars, 21,638 trucks, 18,485 chassis and 29 qaxicabs or buses.

Table 1.- Production of Automobiles in Canala, November lSes and $102 \%$

| Class | Number |  | Selling Value f.o.b. plant |  |
| :---: | :---: | :---: | :---: | :---: |
|  | 1926 | 1927 | 1926 | 1927 |
| Passenger: |  |  | \$ | \$ |
| Open - |  |  |  |  |
| 2 to 3 pasaenger | 1,192 | 85 | 563.796 | 60,188 |
| 4 to 5 passenger | 2,048 | 768 | 1,045,673 | 405,784 |
| 7 passenger | 164 | 167 | 194,825 | $180,297$ |
| Total open | 3,404 | 1,021 | 1,804,294 | 646.269 |
| C]oned - |  |  |  |  |
| 2 to 3 passenger | 553 | 265 | 391,262 | 202,790 |
| 4 to 5 passenger | 1,913 | 3,357 | 1,640,008 | 2,688,876 |
| 7 passenger | 95 | 82 | 160.890 | 77,987 |
| Total closed | 2,561 | 3,704 | 2,192,160 | 2,969,653 |
| Trucks: |  |  |  |  |
| Under 1 ton capacity | 159 | 51 | 65,742 | 37,636 |
| 1 icn | 1,638 | 54 | 683,378 | 61,794 |
| Over 1 ton and under 5 tons | 31 | 89 | 48,130 | 142,204 |
| 5 tons and over | - | - | - - | - |
| Total trucks | 1,828 | 194 | 797,250 | 241,6:34 |
| Chassis: |  |  |  |  |
| Passenger | 794 | 439 | 880,074 | 215.666 |
| Freight | 387 | 1,194 | 144,230 | 412,316 |
| Fither passenger or freight | 838 | 56 | 297,620 | 43,920 |
| Total chassis | 2,020 | 1,689 | 721,924 | 671,902 |
| Taxicabs and buses not included above | 15 | 9 | 42,840 | 8,180 |
| total | 9,828 | 6,617 | 5,558,468 | 4,537,638 |

10 2.- Cumlative Production of Automebiles in Canada, for the eloven months ending November 1926 and 1927.

| Class | Number |  | Selling value f.o.b. plant |  |
| :---: | :---: | :---: | :---: | :---: |
|  | 1926 | 1927 | 1926 | 1927 |
| Passenger: |  |  | \$ | \$ |
| Open - |  |  |  |  |
| 2 to 3 passanger | 8,351 | 4,520 | 4,336,052 | 2,466,736 |
| 4 to 5 passenger | 57,376 | 30,799 | 26,224,429 | 14,314,294 |
| 7 passenger | 1,994 | 1,493 | 2,369,506 | 1,584,955 |
| T.otal open | 67,721 | 36,812 | 32,929,987 | 18,365,985 |
| Clobed - |  |  |  |  |
| 2 to 3 passenger | 14,130 | 12,021 | 9,401,759 | 7,723,511 |
| 4 to 5 passenger | 65,265 | 85,166 | 54,139,581 | 67,963,087 |
| ? passenger | 1,248 | 1,797 | 2,619,361 | 2,534,504 |
| Total closed | 80,643 | 98,984 | 66,160,701 | 78,621,102 |
| Trucks: |  |  |  |  |
| Unfer 1 ton capacity | 5,791 | 3,771 | 2,505,948 | 1,584,176 |
| 1 ton | 20,990 | 16,184 | 9,055,487 | 6,492,282 |
| Over 1 ton and under 5 tons | 1,251 | 1,683 | 1,918,372 | 2,928,587 |
| T'otal trucks | 28,042 | 21,638 | 13,479,807 | 11,005,0<5 |
| Charsis: |  |  |  |  |
| Passenger | 10,780 | 8,725 | 3,702,504 | 3,439,361 |
| Freight | 7,167 | 9,354 | 1,921,776 | 3,447,969 |
| Either passenger or freight | 2,860 | 396 | $1.173,687$ | 278,194 |
| Total chassis | 20,807 | 18,485 | 6,797,967 | 7,165,524 |
| Taxicabs and buses not included above | 151 | 29 | 640,122 | 116,108 |
| TOTAL | 197,364 | 175,948 | 120.008,584 | 115,273,764 |

Fabie 3.-. Eroduction in Canada, Imports and Exports of Automboloa by months, 1925 and 1926

| Month and rear |  | Production |  |  | Custome Records |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Imports | Exporte |  |  |
|  |  | No | Value |  | No. |  | Value | No. |  | Value |
| January | 1925 |  |  |  | 10,668 | \$ | 5,731,005 | 482 | \$ | 485, 124 | 5,191 | \$ | 2,280, 4014 |
|  | 1926 | 15,479 | \$ | 8,771,034 | 691 | \$ | 675,438 | 5,159 | \$ | 2,263,518 |
| February | 1925 | 12,520 | \$ | 6,905.665 | 594 | \$ | 659,018 | 5,151 | \$ | 2,283,8,99 |
|  | $i 926$ | 18,838 | \$ | 10,497,436 | 916 | \$ | 914,790 | 8,438 | \$ | 3,'792,576 |
| March | 1925 | 15,841 | \$ | 9.774 .524 | 1,209 | \$ | 1,3i2,342 | 7,591 | \$ | 3,274,817 |
|  | 1926 | 22,374 | \$ | 14,133,229 | 2,170 | \$ | 2,112,175 | 10,911 | \$ | 4,439,731 |
| Ap-il | 1925 | 19,059 | \$ | 13,332,404 | 1,513 | \$ | 1,654,191 | 5,904 | \$ | 2,447,331 |
|  | 1926 | 21,502 | \$ | 13,521,838 | 2,539 | \$ | 2,198,931 | 4,118 | \$ | 1,928,908 |
| May | 1925 | 20,139 | \$ | 13,754,390 | 1,912 | \$ | 1.933.991 | 5,776 | \$ | 2.465,131 |
|  | 1926 | 24,934 | \$ | 15,761,615 | 5,384 | \$ | 4.522,704 | 5,623 | \$ | 2,397,248 |
| June | 1925 | 15,420 | $\$$ | 10,257,403 | 1,618 | \$ | 1,670.646 | 6,107 | \$ | 2,473,652 |
|  | 1926 | 21,751 | \$ | 13,084,298 | 4,904 | \$ | 4,203,858 | 4,584 | \$ | 1,883,366 |
| Ju!y | 1925 | 12.040 | \$ | 7,585,330 | 1,646 | \$ | 1,519,365 | 4,284 | \$ | 1,632,891 |
|  | 1926 | 15,208 | \$ | 8,759,280 | 3,022 | \$ | 2,400,618 | 4,158 | \$ | $1,547,607$ |
| August | 1925 | 8,963 | \$ | 6,632,309 | 1.431 | \$ | 1,402,794 | 4,444 | \$ | 1,817,209 |
|  | 1926 | 15,285 | \$ | 10,137,389 | 3,083 | \$ | 1,512,122 | 3,080 | \$ | 1,696,76 |
| September | 1925 | 12,804 | \$ | 9,164,258 | 1.429 | \$ | 1,316,616 | 5,583 | \$ | 3,049,426 |
|  | 1926 | 17,495 | \$ | 11,111,419 | 2,258 | \$ | 1,821,476 | 6,501 | \$ | 3,110,3159 |
| Octcbor | 1525 | 15,113 | \$ | 9,297.690 | 1,211 | \$ | 1,068,960 | 7,976 | \$ | 3,916,180 |
|  | 1926 | 14,670 | \$ | 8,672,578 | 1,488 | \$ | 1,319,718 | 7,546 | \$ | 3, 353,787 |
| November | 1925 | 10,750 | \$ | 6,097,613 | 794 | \$ | 781,364 | 9,323 | \$ | 4,340,941 |
|  | 1926 | 9,828 | \$ | 5,558,468 | 1,316 | \$ | $1,059,184$ | 8,793 | \$ | 3,821,994 |
| December | 1925 | 8,904. | * | 5,009,180 | 793 | \$ | 744,898 | 7,047 | \$ | 3,294,636 |
|  | 1926 | 7,752 | \$ | 4,208,490 | 764 | \$ | 740,698 | 5,642 | \$ | 2,797,736 |
| TOTAL | 1925 | 162,221 | \$ | 103,541,751 | 14,632 | \$ | 14,549,309 | 74,377 | \$ | 33,342,447 |
|  | 1.926 | 205.116 | \$ | 124,217,074 | 28,535 | \$ | 23, 481, 692 | 74,553 | \$ | 32.978 .502 |



| Month |  | Production |  |  | Custouns | Records |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | For Sale <br> in Canada | For Export | TOTAL | Imports | Exports |
| January | No. $\$$ | $\begin{array}{r} 7,783 \\ 4,969,072 \end{array}$ | $\begin{array}{r} 7,593 \\ 3,168,108 \end{array}$ | $\begin{array}{r} 15,376 \\ 8,137,180 \end{array}$ | $\begin{array}{r} 1,019 \\ 969,896 \end{array}$ | $\begin{array}{r} 7,480 \\ 3,150,352 \end{array}$ |
| February | No. $\$$ | $\begin{array}{r} 12,627 \\ 8,109,993 \end{array}$ | $\begin{array}{r} 6,028 \\ 2,687,206 \end{array}$ | $\begin{array}{r} 18,655 \\ 10,797,199 \end{array}$ | $\begin{array}{r} 1,567 \\ 1,418,505 \end{array}$ | $\begin{array}{r} 5,321 \\ 2,555,274 \end{array}$ |
| Marca | $\begin{gathered} \text { No. } \\ \$ \end{gathered}$ | $\begin{array}{r} 18,011 \\ 12,751,218 \end{array}$ | $\begin{array}{r} 5,239 \\ 2,596,845 \end{array}$ | $\begin{array}{r} 23,250 \\ 15,348,063 \end{array}$ | $\begin{array}{r} 4,397 \\ 4,015,391 \end{array}$ | $\begin{array}{r} 9,1 C 6 \\ 3,837,478 \end{array}$ |
| April | No. | $\begin{array}{r} 19,229 \\ 13,989,319 \end{array}$ | $\begin{array}{r} 5,382 \\ 2,528,561 \end{array}$ | $\begin{array}{r} 24,611 \\ 16,517,880 \end{array}$ | $\begin{array}{r} 4,917 \\ 4,217,202 \end{array}$ | $\begin{array}{r} 4,087 \\ 2,157,191 \end{array}$ |
| May | No. \$ | $\begin{array}{r} 20,337 \\ 14,884,731 \end{array}$ | $\begin{array}{r} 5,371 \\ 2,526,929 \end{array}$ | $\begin{array}{r} 25,708 \\ 17,411,660 \end{array}$ | $\begin{array}{r} 5,916 \\ 4,996,001 \end{array}$ | $\begin{array}{r} 5,616 \\ 2,699,89 ? \end{array}$ |
| June | No. | $\begin{array}{r} 15,608 \\ 11,208,935 \end{array}$ | $\begin{array}{r} 3,600 \\ 1,522,990 \end{array}$ | $\begin{array}{r} 19,208 \\ 12,731,925 \end{array}$ | $\begin{array}{r} 4,621 \\ 3,889,311 \end{array}$ | $\begin{array}{r} 4,614 \\ 2,332,731 \end{array}$ |
| July | $\begin{gathered} \text { No. } \\ \$ \end{gathered}$ | $\begin{array}{r} 7,195 \\ 5,539,543 \end{array}$ | $\begin{array}{r} 3,792 \\ 1,492,326 \end{array}$ | $\begin{array}{r} 10,987 \\ 7,031,869 \end{array}$ | $\begin{array}{r} 3,946 \\ 3,232,337 \end{array}$ | $\begin{array}{r} 3,289 \\ 1,470,211 \end{array}$ |
| August | $\begin{gathered} \text { No. } \\ \$ \end{gathered}$ | $\begin{array}{r} 7,608 \\ 6,354,728 \end{array}$ | $\begin{array}{r} 4,918 \\ 2,426,551 \end{array}$ | $\begin{array}{r} 12,5 \div 6 \\ 8,781,279 \end{array}$ | $\begin{array}{r} 3,490 \\ 2,840,386 \end{array}$ | $\begin{array}{r} 4,684 \\ 2,270,80 j \end{array}$ |
| September | No. \$ | $\begin{array}{r} 7,492 \\ 6,368,623 \end{array}$ | $\begin{array}{r} 3,770 \\ 2,054,276 \end{array}$ | $\begin{array}{r} 11,262 \\ 8,422,899 \end{array}$ | $\begin{array}{r} 2,433 \\ 2,046,355 \end{array}$ | $\begin{array}{r} 3,934 \\ 2,396,542 \end{array}$ |
| october | No. $\$$ | $\begin{array}{r} 4,589 \\ 3,879,442 \end{array}$ | $\begin{array}{r} 3,759 \\ 1,676,730 \end{array}$ | $\begin{array}{r} 7,748 \\ 5,556,172 \end{array}$ | $\begin{array}{r} 2,156 \\ 1,811,153 \end{array}$ | $\begin{array}{r} 3,562 \\ 2,148,321 \end{array}$ |
| November | $\begin{gathered} \text { No. } \\ \$ \end{gathered}$ | $\begin{array}{r} 3,218 \\ 2,570,212 \end{array}$ | $\begin{array}{r} 3,399 \\ 1,967,426 \end{array}$ | $\begin{array}{r} 6,617 \\ 4,537,638 \end{array}$ | $\begin{array}{r} 1,221 \\ 1,141,224 \end{array}$ | $\begin{array}{r} 3,876 \\ 2,264,232 \end{array}$ |
| TOTAL | No. | $\begin{array}{r} 123,697 \\ 90,625,816 \end{array}$ | $\begin{array}{r} 52,251 \\ 24,647,948 \end{array}$ | $\begin{array}{r} 175,948 \\ 115,273,764 \end{array}$ | $\begin{array}{r} 35,683 \\ 30,577,761 \end{array}$ | $\begin{array}{r} 55,569 \\ 27,289,029 \end{array}$ |

