FOREWORD

This bulletin presents automobile statistics for Canada under four general headings: (a) Automobile Manufacturing; (b) Imports and Exports; (c) Retail Sales and Financing of Retail Sales, and (d) Registrations and Revenues.

Figures on the number of Automobiles produced in Canada are published monthly by the Bureau. More detailed information is published annually as in the present report. The reneral data on capital, employees, etc., for the automobile manufacturing industry cover only the car manufacturing and assembling plants and no attempt has been made to measure the total employment, etc., afforded by the automobile industry in all its phases. A number of concerns make auto parts, such as bodies, wheels, radiators, etc., or materials such as lacquers, upholstering fabrics, etc., which are used in making automobiles, but the activities of these firms are not included in the figures for the automobile manufacturing industry. The total production of auto parts is summarized in Table 23, in as much detail as is available:

Data on registrations, revenues, etc., are compiled from information supplied by the provincial departments. Only preliminary summary figures are given in this bulletin but a more detailed analysis will appear in the special report which the Bureau issues snnually on this subject.

Forelgn trade statistics (imports and exports) are on a monthly basis, and special reports are published quarterly and annually giving details by countries of origin and destination. Only summary figures are given in this bulletin.

Statistics of retail sales and data on tie financing of retail sales of new and used cars are published monthly. A special report on "Sales of Motor Vehicles and Motor Vehicle Financing in Canada, 1936" has been issued by the Bureau and is available at a cost of 25 cents.

R. H. CORts, Dominion Statistician.

Dominion Bureau of Statistics, Ottawa, June 28, 1937.

# DEPARTMENT OF TRADE AND COMMERCE <br> DOMINION BUREAU OF STATISTICS <br> CENSUS OF INDUSTRY <br> MINING，METALLURGICAL AND CHEMICAL BRANCH <br> OTTAWA－－CANADA 

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## ANNUAL INDUSTRY REPORT

## IRON AND STEEL AND THEIR PRODUCTS GROUP

## THE AUTOMOBILE INDOSTRY，1936．


#### Abstract

AUTOMOBILE MANUFACTURING－Final statistics for 1936 show that automobile production in Canada totalled 162，159 units valued at $\$ 95,955,204$ at factory prices， compared with 172,877 cars at $\$ 99,013,047$ in 1935．The decline from 1935 was about 6 per cent in number and 3 per cent in value．The 1936 figures included l28，369 passenger cars worth $\$ 76,814,258$ and 33,790 trucks valued at $\$ 19,140,946$ ．About 67 per cent of the output，or 108，593 units，were made for sale in Canada and 33 per cent， or 53,566 units，were made for export．


Including also the repair parts，accessories and other products made in the auto factories，the output for the automobile manufacturing industry amounted to $\$ 105,350,035$ in 1936 as against $\$ 106,624,445$ in 1935 。

The passenger car production in 1936，amounting to 128,369 units，included 105,816 permanent closed models， 1,386 permanent open cars， 1,138 convertible models and 20，029 chassis．Sedans and coaches made up 74.4 per cent of the total；coupes， 8.1 per cent；open touring cars， 0.8 per cent；roadsters， 0.3 per cent；convertible coupe roadsters， 0.8 per cent；and chassis， 15.6 per cent．Seventy per cent of the passencer cars，or 89，350，were intended for sale in Canada and 30 per cent，or 39，019，were for export．

Output of commercial cars totalled 33,790 in number and was made up as follows： $3 / 4$ ton or less，14，593； 1 ton and less than $1 \frac{1}{2}$ tons， 1,$362 ; 1 \frac{1}{2}$ tons and less than 2 tons， 5,$413 ; 2$ tons and less than $2 \frac{1}{2}$ tons， 9,732 ；over $2 \frac{1}{2}$ tons，2，569； and buses and special，121．Forty per cent of the total，or 14,547 units were made for export and sixty per cent，or 19,243 ，were for sale in Canada．

Fifty－seven per cent of the cars and trucks made in 1936 carried 6－cylinder engines and about 42 per cent were equipped with 8 －cylinder motors．The numbers by types of engines were：4－cylinders，183；6－cylinders，33，388；8－cylinders，68，373， and 12－cylinders，215．

Eleven companies manufactured or assembled motor cars in Canada during 1956 and 16 separate factories were in operation；four assembly plants were closed down late in 1935 and did not operate during the year under review．Eleven of the active establishments were in Ontario， 2 in Quebec， 2 in British Columbis and 1 in Manitoba． The total floor space of the factory buildings was $5,278,170$ square feet and the yearly capacity was estimated at 235， 274 passenger cars and 45,651 trucks．On this basis it is calculated that the industry operated at about 58 per cent of capacity during 1936 as compared with 65 per cent in 1935， 44 per cent in 1934 and 66 per cent in 1929。

The average number of employees in the auto factories in 1936 was 12,933 compared with 15,095 in 1935 and 9,674 in 1934. Salaried workers numbered 1,932 and salaries totalled $\$ 4,080,484$. Wage-earners numbered 10,951 and their earnings aggregated $\$ 14,083,558$ for the year.

Capital employed was reported at $\$ 46,497,259$ in 1936 compared with $\$ 40,765,548$ in 1935 ; the value of lands, buildings, machinery, and other plant equipment was given at $\$ 14,438,913$; inventories of materials and finished products were valued at $\$ 11,687,644$ and operating capital amounted to $\$ 20,370,702$. The gain over 1935 was mostly in the value of inventories and in operating capital.

Materials for manufacturing or assembling cost $\$ 71,201,646$ delivered at the works after allowing for duty drawback on the imported items. Fuel and electricity cost \$697,627.

AUTOMOBILE PARTS - The annual Census of Industry taken by the Dominion Bureau of Statistics does not record complete data on the Canadian production of automobile parts and supplies, but some figures are available and these have been assembled in Table 23 for 1935 and 1934. This compilation shows that the output in 1935 was valued at $\$ 70,440,093$ compared w1th $\$ 59,540,865$ in 1934. The detalls which make up these totals include bodies, tires, batteries, bumpers, springs, wheels, radiators, etc., but do not include paint, lumber, upholstering cloth and other such articles for which there are no separate figures concerning the amounts used in the automobile trade.

IMPORTS AND EXPORTS - Imports of automobiles and parts (other than engines) in the calendar year 1936 were valued at $\$ 31,828,216$ as against $27,328,583$ in the previous year, an advance of about 16 per cent. Imports of passenger cars increased to 8,053 units valued at $\$ 6,114,199$ from 3,133 cars valued at $\$ 2,021,142$ in 1935 , and trucks increased to 1,850 worth $\$ 1,651,116$ from 978 valued at $\$ 789,609$ in the previous year. Foreign purchases of automobile parts were slightly lower iri value at $\$ 24,062,901$ compared with $\$ 24,517,832$ in 1935 . About 99 per cen of these imnorts came from the United States. In addition, a total of 42,879 automobile engines valued at $\$ 5,019,906$ were brought in, mostly from the United States, during 1936 as against 30,893 engines at $\$ 5,936,507$ in 1935 .

Export trade in Canadian-made automobiles and parts was about 11 per cent lower in value in 1936 than in the preceding year. Shipments of cars and trucks declined to 55,570 units valued at $\$ 20,193,242$ from 64,330 units at $\$ 22,968,582$, and parts dropped slightly to $\$ 2,899,946$ from $\$ 2,925,667$. The decline in passenger cars was 11 per cent in number and 10 per cent in value and in trucks the drop was 21 per cent in number and 19 per cent in value. The decline in shipments of parts was only 0.8 per cent in value.

Canada's best markets for automobiles and parts in 1936 in order of importance were: Australia, British South Africa, New Zealand, the United Kingdom, British India, British Straits Settlements, British West Indies, British East Africa, Southern Rhodesia, Spain, the United States, British West Africa, France and Hong Kong.

Re-exports from Canada of imported cars and parts were worth 476,153 in 1936 compared with $\$ 476,575$ in 1935. The 1936 figures included 247 passenger cars valued at $\$ 116,498,20$ trucks at $\$ 26,049$, and parts worth $\$ 333,606$.

APPARENT CONSUMPTION OF AUTOMOBILES - The apparent consumption of motor cars in Canada in any year may be computed by deducting the number of cars exported from the sum of production and imports. In 1936 production totalled 162,159 cars and imports amounted to 9,903 , making an available supply of 172,062 cars, but exports and re-exports aggregated 55,837 units, leaving 116,225 as the number apparently absorbed by the Canadian market. Corresponding figures for other years are as follows: 112,367 in 1935; 75,990 in 1934; 46,733 in 1933; 49, 216 in 1932; 76,758 in 1931; 131,234 in 1930; 204,967 in 1929 and 209, 607 in 1928.

CAK8 WITHDRAWN FROM USE - An estimate of the number of cars which were registered in 1935 and which were not licensed again in 1936 may be made by adding the apparent consumption to the previous year's registrations and deducting the registrations for the current year. In 1935 a total of $1,165,642$ cars (excluding motor cycles) were registered and in 1936 there was an apparent consumption of ll6,225, making a possible total of $1,281,867$ cars in use in 1936. But registrations in 1936 actually were only $1,229,299$ indicating that 52,568 cars were withdrawn from use。 In 1935 the corresponding figure was 5,951 cars; in 1934, 29,721 cars; in 1933, 78,860 cars; in 1932, 135,111 cars; in 1931, 108,509; in 1930, 95,241; and in 1929, 87,152.

It does not necessarily follow from this calculation that the numbers indicated were actually scrapped or permanently withdrawn from use。 Some of these cars may have remained idle or unlicensed during the year but may be returned to service again. Moreover, no occount has been taken of the changes in dealers' stocks of unlicensed new and used cars.

RETAIL SALES OF NEW MOTOR VEHICLES - Retail sales of new motor vehicles in Canada during 1936 totalled 115,759 units valued at $120,049,297$. Of the number sold, 94,642 were passenger cars which retailed at $\$ 97,782,912$, while 21,117 were trucks and buses which retailed at $\$ 22,266,385$. The combined figures showed gains over the 1935 totals of 14.1 per cent in number and 18.0 per cent in retail value. Corresponding percentage gains for the year 1935 as compared with 1934 were 38.3 fer cent in number and 34.3 per cent in value of new vehicles sold. While the improvement over 1935 in number of new vehicles sold was 14.1 per cent for Canada as a whole, the province of Saskatchewan recorded a 31.0 per cent gain, British Columbia reported an increase of 30.7 per cent, and Quebec, 28.3 per cent. Sales in the Maritime Provinces gained 22.9 per cent, while Ontario sales were 7.3 per cent in advance of last year. Manitoba registered improvement of 3.7 per cent and Alberta gained 0.8 per cent.

The gain in new passenger car sales during the post-depression years has been outstanding. During 1932 there were 38,621 new passenger cars sold in Canada; in 1933 there were 39,568 cars, and in $1934,61,503$ cars. The 1932 figure was more than doubled during 1935 when 33,242 were sold, and, during 1936, the number of new car sales totalled 94,642 , a gain of 13.7 per cent over 1935 . In comparison with the Dominion average, British Columbia showed the best relative improvement in unit sales of passenger cars as compared with last year, recording a gain of 35.6 per cent. Quebec followed closely with an increase of 30,3 per cent; Saskatchewan sales rose by 29.6 per cent, while the Maritime Provinces advanced 20.7 per cent. A gain of 6.6 per cent was show for Ontario, and Manitoba sales advanced 1.9 per cent. The totals for Alberta showed a decline of 1.3 per cent compared with last year. Of the 94,642 new passenger cars sold during 1936 in the Dominion, exactly 50.0 per cent were disposed of in Ontario. The province of Quebec was the second largest purchaser with 19.9 per cent of the total. British Columbia bought 7.9 per cent, the Maritime Provinces purchased 7.3 per cent, and Alberta accounted for 5.9 per cent. Manitoba took delivery of 4.6 per cent and Saskatchewan, 4.4 per cent of all new cars sold.

- 4-

Sales of new trucks and buses during 1936 totalled 21,117 units with a retail value of $\$ 22,266,385$. These figures represent a gain of 15.9 per cent in number and 21.6 per cent in retail value as compared with 1935 when 18,219 vehicles retailed at $\$ 13,313,335$. The relative improvement shown since 1932 , the earliest year for which these statistics are available, was slightly better in the commercial vehicle field than in the passenger car business. There were 7,249 trucks and buses sold during 1932 and the following year the total dropped to 5,764. This figure was more than doubled during 1934 when 11,855 new trucks and buses were purchased. Another sharp rise occurred during 1935, while the 1936 total showed a moderate gain over that of the preceding year. All provinces reported gains over 1935 in number and value of commercial vehicles sold, Saskatchewan and the Maritime Provinces recording the best improvement with percentage gains in numbers of 36.9 per cent and 29.2 per cent, respectively. An increase of 19.1 per cent was show for Quebec and 15.3 per cent for British Columbia. Percentage increases for Ontario, Manitoba and Alberta, while good, were considerably lower than those shown for the other provinces, being 11.5 per cent, 9.3 per cent and 8.3 per cent, respectively.

The residents of Ontario not only purchased 50 per cent of all passenger cars but also 39.3 per cent of all commercial vehicles sold during 1936. The province of Quebec bought 18.5 per cent of the trucks and buses; the Maritimes, 12.4 per cent; British Columbia, 9.5 per cent, and Alberta, 8.0 per cent of the total, while Manitoba and Saskatchewan received 7.1 per cent and 5.2 per cent, respectively, of the 21,117 vehicles sold.

FINANCING OF MOTOR VEHICLE SALES - Statistics on financing of sales of motor vehicles have been compiled from returns made monthly by forty-three companies which are engaged in purchasing accounts, contracts or notes arising out of retail sales of motor vehicles in Canada. The reporting companies give separate statistics for new and used vehicles by provinces. But since some of the larger companies were unable to give separate data for Manitoba and Saskatchewan, the figures for these provinces have been combined in the tables following.

During 1936 there were 137,514 motor vehicles financed to the extent of $\$ 54,859,812$, of which 42,863 , or 31.2 per cent, were new vehicles and 94.651 , or 68.8 per cent, were used vehicles. Increases over 1935 of 37.3 per cent in number and 36.3 per cent in amount were shown. The 1936 total was surpassed only in 1929 , the earliest year for which these statistics are available, when the total was 164,131 vehicles. During 1930 the number of vehicles financed dropped to 128,314, and in 1931 the number decreased further to 98,623. Another sharp decline occurred in 1932 when 69,291 new and used vehicles were financed. A total of 54,238 made the year 1933 the low point, but during the following year, 1934, the number increased sharply to 76,170 . The 1935 figure mounted to 100,178 , which was exceeded again during 1936 when a total of 137,514 was recorded.

New vehicles financed during 1936 numbered 42,863 , an increase of 34.2 per cent over the 31,950 show for 1935 , while the amount of financing, $\$ 29,887,861$, showed a gain of 33.4 per cent over the 1935 total, $\$ 22,410,656$. The average note purchased in Canada per new car during 1936 was $\$ 697$, showing little change from the $\$ 701$ for 1935 and $\$ 703$ for 1934 , but registering an increase over the average of $\$ 672$ for 1929. The average note for the various provinces ranged from $\$ 657$ for Alberta to a high of $\$ 818$ for British Columbia. A Eeographical distribution of the new vehicles financed in 1936 shows that 19,799 units or 46.2 per cent of the Dominion total were financed in Ontario. The remainder was divided among the various provinces as follows: Quebec, 8,060; Manitoba and Saskatchewan, 5,034; Alberta, 3,942; British Columbia, 3,226, and the Maritine Provinces, 2,802.

There were also 94,651 used vehicles financed to the extent of $\$ 24,971,951$ in the Dominion during the year under review. This branch of the business evidenced an even greater gain over last year, with percentage increases of 38.7 per cent in
number and 40.0 per cent in amount. The range in size of the average note purchased in the various provinces was not nearly so great as that for new vehicles. A low of $\$ 250$ is shown for Ontario and a high of $\$ 293$ for Alberta, compared with an average of 264 for the Dominion as a whole. There has been little change in the Dominion average during the last four years. Slightly more than 50 per cent of the Dominion total, or 48,180 used vehicles were financed in Ontario, 14,635 in Quebec, 9,401 in Manitoba and Saskatchewan, 8,953 in British Columbia, 7,132 in Alberta, and 6,350 in the Maritime Provinces.

An interesting comparison is available between the number of new vehicles financed and the number of new vehicles sold each year from 1932 to 1936 , inclusive. In 1952, approximately 46 per cent of all new motor vehicle sales were financed by the financing companies. The following three years witnessed successive reductions in the proportions of the total unit sales which were financed, the ratios being 35.0 per cent for 1933, 31.7 per cent for 1934 and 31.5 per cent for 1935. In 1936, this downard trend was reversed and 37.0 per cent of all new motor vehicle sales were financed by the financing corporations. So many factors are operative in the retail distribution of motor vehicles that it is impossible to give any one reason for the fluctuation from year to year in the ratio of financing to sales. Changes in interest rates, conditions in the used car market, relative capital resources of the motor dealers, changes in cash resources of purchasers and in their willingness to assume future obligations may all be cited as factors to be considered in this connection.

Comparable statistics by provinces are available for 1936 only and show thet the ratio of new vehicles financed to total sales was highest in the Prairie Provinces, being 54.4 per cent for Alberta and 45.0 per cent for Manitoba and Saskatchewan together. The ratio was the lowest in the Maritime Provinces at 29.5 per cent and was fairly uniform for the other provinces at 35.5 per cent for Quebec, 35.6 per cent for Ontario and 34.0 per cent for British Columbia.

MOTOR VEHICLE REGISTRATIONS - The number of motor vehicle licenses issued in 1936 was $1,240,124$ compared with $1,176,126$ in 1935 and $1,129,532$ in 1934. The gain in 1936 amounted to 5.4 per cent over 1935 which in turn was 4 per cent over the total for 1934 but the advance in these two years was not sufficient to offset the decline during the three preceding years. Registrations in 1936 were the highest on record, there being one motor vehicle to every 9 persons.

Automobiles were registered for the first time in Canada in 1904 and Ontario was the only province recorded as having issued licenses in that year. New Brunswick began registering cars in 1905, quebec, Saskatchewan and Alberta in 1906, British Columbia in 1907, Manitoba and Nova Scotia in 1908, the Yukon in 1914, and Prince Edward Island in 1918.

Every province, except Prince Edward Island, reported a greater number of permits than in 1935. The percentage gains were; Ontario, 4.6; Quebec, 6.4; British Columbia, 7.8; Saskatchewan, 7.8; Alberta, 3.8; Manitoba, 6; New Brunswick, 6.9; Nova Scotia, 5, and the Yukon, 14. Prince Edward Island reported a decrease of 7.2 per cent.

Passenger car licenses in 1936 numbered $1,035,198$; trucks, 184,798; motor cycles, 10,825; taxicabs, 6,331; motor buses, 2,154; and ambulances, hearses, etc., 818.

REVENUES - Kevenues obteined by Provincial Governments through motor vehicle licenses, operators' permits, etc., in 1936 , amounted to $\$ 25,632,843$, and through gasoline tax to $\$ 34,532,436$, as against $\$ 23,090,978$ and $\$ 31,532,645$, respectively, in 1935.

The tax rate on gasoline is now 10 cents per gallon in Prince Edward Island, 8 cents in Nova Scotia and New Brunswlck, 7 cents in Manitoba, Saskatchewan, Alberta and British Columbia, and 6 cents in Quebec and Ontario.

HIGHWAYS FXPFNDITURE - The surfaced highway mileage at the end of 1935 as reported by the several provincial departments amounted to 96,403 miles and unsurfaced roads to 314,405 miles, making a total of 410,808 miles, exclusive of streets in cities, town or incorporated villages. Expenditures on highways during 1935 totalled $66,902,988$; in 1934 the amount spent on highways was $\$ 67,026,260$. Data for 1936 are not yet available.

TOURIST TRADE - A preliminary estimate of Canada's tourist trade in 1936 places the total expenditures of tourists from other countries at approximately $\$ 255,763,000$ and the total expenditures of Canadian tourists in other countries at approximately $\$ 100,000,000$, these being increases of $\$ 41,000,000$ and $\$ 8,000,000$, respectively, as compared with the previous year.

The number of automobiles from the United States for touring purposes was $4,074,523$ in 1936 compared with $3,605,086$ in 1935. The estimated expenditures by these automobile tourists was $\$ 159,473,000$ as compared with $\$ 132,162,000$ in 1935.

Canadian automobiles entering the United States for touring purposes numbered 689,674 in 1936 against 659,259 in 1935. Their total expenditures were estimated to have been approximately $\$ 43,811,000$ in 1936 compared with $\$ 40,167,000$ in 1935.

> A - THE AUTOMOBILE MANUFACTURING INDUSTRY
> Compiled in the Mining, Metallurgical and Chemical Branch Chief: W. H. Losee, Bo Sc.

Table 1 - PRODUCTION OF AUTOMOBILES SUBDIVIDED AS BETWEEN PASSENGER CARS AND TRUCKS,

| Years | SENGER CARS ( $x$ ) |  |  | TRIICKS TOTAL |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Selling value |  |  | Selling vaiue |  | Seling value - at works(a) |
|  | Number | at works | Number | at works | Num |  |
|  |  | \$ |  | \$ |  | \$ |
| 1920 | 83,970 | 80,558,204 | 10,174 | 8,153,517 | 94,144 | 88,711,721 |
| 1921 | 61,098 | 53,561, 415 | 5,148 | 3,843,288 | 66,246 | 57,404,703 |
| 1922 | 92,838 | 67,226,654 | 8.169 | 5,232,405 | 101,007 | 72,459,059 |
| 1923 | 127,976 | 78,282,372 | 19,226 | 8,941,011 | 147,202 | 87,223,383 |
| 1924 | 114,537 | 70,609,960 | 18,043 | 8,125,916 | 132,580 | 78,735,876 |
| 1925 | 135,573 | 86,153,773 | 26,397 | 12,234,486 | 161,970 | 98,393,259 |
| 1926 | 166,887 | 106,000,203 | 37,840 | 16,629,334 | 204,727 | 122,629,537 |
| 1927 | 146,421 | 100,962,211 | 32,633 | 14,942,017 | 179,054, | 115,904,228 |
| 1928 | 197,848 | 127,263,877 | 44,206 | 21,913,122 | 242,054 | 149,176,999 |
| 1929 | 203,307 | 134,023,280 | 59,318 | 29,474,395 | 262,625 | 163,497,675 |
| 1930 | 121,337 | 75,253,581 | 32,035 | 16,513,225 | 153,372 | 91,766,806 |
| 1931 | 65,072 | 42,634,173 | 17,487 | 10,330,763 | 82,559 | 52,964,936 |
| 1932 | 50,694 | 32,490,129 | 10,095 | 6,070,667 | 60,789 | 38,560,796 |
| 1933 | 53,849 | 32,568,268 | 12,003 | 6,062,195 | 65,852 | 38,630,463 |
| 1934 | 92,647 | 57,260,156 | 24,205 | 12,770,318 | 116,852 | 70,030,474 |
| 1935 | 135,562 | 79,209,276 | 37,315 | 19,803,771 | 172,877 | 99,013,047 |
| 1936 | 128,369 | -76,814,258 | 33,790 | 19,140,946 | 162,159 | 95,955,204 |

(x) Prior to 1925 all chassis included with passenger cars; subsequently the division between passenger and truck chassis has been made.
(a) Selling value represents amount of money recelved by manufacturers from their dealers or distributors; taxes, dealers commissions, etc., are not included.

Table 2 - HISTORICAL STMMMARY OF THE AUTOMOBILE MANUFACTURING INDUSTRY, 1920 - 1936.

| Years | Number of plants $(x)$ | Capital employed | Average number of employees | $\begin{gathered} \text { Salaries } \\ \text { and } \\ \text { wages } \\ \hline \end{gathered}$ | Cost of materials at works(a) | Selling value of products at works (b) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 192. |  |  |  |  |  | $\$$ |
| 1921 | 14 | 40,080,269 | 5,475 | 7,88'7,173 | 45,119,345 | 67,050,209 |
| 1922 | 15 | 47,761,964 | 7,344 | 11,273, 643 | 54,408,719 | 81,956,429 |
| 1923 | 10 | 60,146,195 | 9,305 | 14,993,267 | 71,851,633 | 96,614,176 |
| 1924 | 12 | 60,766,886 | 9,277 | 14,219,137 | 64,146,581 | 88,480,418 |
| 1925 | 11 | 74,678,451 | 10,301 | 1.7,249,270 | 74,166,378 | 110,835,380 |
| 1926 | 11 | 82,791,968 | 11,905 | 19,650,804 | 89,372,095 | 133,593,456 |
| 1927 | 11 | 88,831,668 | 11,063 | 18,862,846 | 88,451,757 | 128,700,514 |
| 1928 | 14 | 97,056,328 | 16,749 | 29,548,114 | 114,892,190 | 162,867,495 |
| 1929 | 17 | 98,378,301 | 16,435 | 26,864,808 | 120,329,612. | 177,315,593 |
| 1930 | 16 | 90,671,678 | 12,541 | 19,473,782 | 66,924,019 | 101,677,487 |
| 1931 | 26 | 59,638,057 | 9,545 | 13,113,192 | 36,476,355 | 59,674,345 |
| 1932 | 25 | 49,641,777 | 8,810 | 11,435,741 | 28,278,809 | 43,801,389 |
| 1933 | 22 | 40,000,559 | 8,134 | 8,557,331 | 28,730,750 | 42,885,643 |
| 1934 | 21 | 34,520,938 | 9,674 | 12,938,933 | 52,693,074 | 76,133,448 |
| 1935 | 20 | 40,765,548 | 13,095 | 18,797,599 | 75,645,998 | 106,624,445 |
| 1936 | 16 | 46,497,259 | 12,933 | 18,164,042. | 71,201,646 | 105,350,035 |

(x) Includes assembly plants.
(a) Duty drawback has been deducted.
(b) Includes value of parts, etc., made in auto factories.

Table 3 - CAPITAL EMPLOYED IN THE AUTOMOBILE MANOFACTURING INDUSTRY, 1921 - 1936.

Present value $(x)$ of lands,
Years

Inventory value of materials on hand, stocks in process, supplies on hand and finished products
machinery and tools on hand

15,094,164
$16,456,849$
16,444,121
13,265,731
17,222,966
17,110,073
14,980,042
20,951,734
20,156,604 13,927,033
9,337,257
7,763,934
6,720,495
8,652,766
9,321,517
11,687,044

Operating capital (cash, accounts and bills receivable, prepaid expenses,

TOTAL CAPITAL EMPLOYED

|  | $\frac{\operatorname{tools}}{\$}$ |
| :---: | :---: |
| 1921 | 17.773,865 |
| 1922 | 21,134,444 |
| 1923 | 28,737,687 |
| 1924 | 33,452,739 |
| 1925 | 34,515,437 |
| 1926 | 33,584,155 |
| 1927 | 40,373,467 |
| 1928 | 47,970,676 |
| 1929 | 51,108,033 |
| 1930 | 51,985,366 |
| 1931 | 28,668,312 |
| 1932 | 23,406,717 |
| 1933 | 19,654,240 |
| 1934 | 14,924,275 |
| 1935 | 14,399,147 |
| 1936 | 14,438,913 |

(x) Prior to 1931 the value was taken as the cost of lands, buildings, etc; since that year the present value, or the cost less depreciation, has been taken.

Table 4 - EMPLOYEES, SALARIES AND WAGES IN THE AUTOMOBILE MANUFACTURING INDUSTRY, 1921-1936。

| Years | AVERAGE NUMBER OF EMPLOYEES |  |  |  | Salaries |  | Wages | TOTAL SALARIES |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | On salaries On wages |  |  | TOTAL |  |  |  |  |
|  | Male Female | Male | Female |  |  |  | AND WAGES |  |


| 1921 | 759 | 267 | 4,311 | 138 | 5,475 | 1,402,536 | 6,184,637 | 7,887,173 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1922 | 1,007 | 334 | 5,826 | 217 | 7,384 | 2,810,397 | 8,463,246 | 11,273,643 |
| 1923 | 1,169 | 311 | 7,596 | 229 | 9,305 | 3,260,467 | 11,737,800 | 14,998,267 |
| 1924 | 1,050 | 355 | 7,675 | 197 | 9,277 | 3,280,935 | 10,938,202. | 14,219,137 |
| 1925 | 1,227 | 369 | 8,497 | 208 | 10,301 | 3,517,421 | 13,731,849 | 17,249,270 |
| 1926 | 1,233 | 422 | 10,047 | 203 | 11,905 | 3,913,865 | 15,736,939 | 19,650,804 |
| 1927 | 1,547 | 570 | 8,746 | 200 | 11,063 | 4,723,711 | 14,139,135 | 18,862,846 |
| 1928 | 1,740 | 696 | 14,075 | 238 | 16,749 | 5,255,897 | 24,292,217 | 29,548,114 |
| 1929 | 1,687 | 603 | 13,922 | 223 | 16,435 | 5,227,608 | 21,637,200 | 26,864,808 |
| 1930 | 1,631 | 577 | 10,197 | 136 | 12,541 | 4,775,918 | 14,697,864 | 19,473,782 |
| 1931 | 1,301 | 456 | 7,612 | 176 | 9,545 | 4,288,009 | 8,825,183 | 13,113,192 |
| 1932 | 1,302 | 464 | 6,903 | 141 | 8,810 | 3,949,998 | 7,485,743 | 11,435,741 |
| 1933 | 1,214 | 429 | 6,339 | 152 | 8,134 | 3,306,226 | 5,251,105 | 8,557,331 |
| 1934 | 1,346 | 427 | 7,685 | 216 | 9,674 | 3,532,018 | 9,406,915 | 12,938,933 |
| 1935 | 1,459 | 471 | 10,866 | 299 | 13,095 | 4,046,338 | 14,751,261 | 18,797,599 |
| 1936 | 1,508 | 474 | 10,648 | 303 | 12,933 | 4,080,484 | 14,083,558 | 18,164,042 |

Table 5 - WAGE-EARNERS EMPLOYED IN THE AUTONOBILE MANUFACTURING INDUSTRY, BY MONTHS, 1935 and 1936 (Number on the 15 th of each month or nearest representative date).

| Month |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Male | Female | TOTAL | Male | Female | TOTAL |


| January .... | 9,071 | 258 | 9,329 | 11,117 | 380 | 11,497 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| February ... | 12,194 | 349 | 12,543 | 11,414 | 385 | 11,799 |
| March .. | 13,233 | 400 | 13,633 | 11,839 | 396 | 12,235 |
| April | 13,069 | 416 | 13,485 | 12,570 | 416 | 12,986 |
| May | 12,699 | 408 | 13,107 | 12,450 | 400 | 12,850 |
| June ....... | 11,325 | 352 | 11,677 | 10,939 | 350 | 11,289 |
| July | 10,340 | 225 | 10,565 | 8,960 | 113 | 9,073 |
| August ..... | 8,929 | 133 | 9,062 | 8,585 | 97 | 8,682 |
| September .. | 8,712 | 160 | 8,872 | 8,092 | 115 | 8,207 |
| October. | 10,127 | 265 | 10,392 | 9,076 | 256 | 9,382 |
| November | 9,909 | 288 | 10,197 | 10,315 | 349 | 10,664 |
| December | 10,769 | 327 | 11,096 | 11,647 | 373 | 12,020 |
| AVERAGE FOR YEAR $\qquad$ | 10,866 | 299 | 11,165 | 10,648 | 303 | 10,951 |

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Table 6 - FUEL AND ELECTRICITY USED IN THE AUTOMOBILE MANUFACTURING INDUSTRY, 1935

|  | $\begin{gathered} 935 \\ \text { Cost at } \\ \text { works } \end{gathered}$ |  | Cost at Quantity works |  |
| :---: | :---: | :---: | :---: | :---: |
| Kinds <br> Unit of measure |  |  |  |  |
|  |  | \$ |  | \$ |
| Anthracite coal ............ short ton |  |  |  |  |
| Bituminous coal - Canadian. ${ }^{\text {a }}$ short ton | 8,348 | 42,583 | 14,491 | 70,165 |
| Foreign . short ton | 74,351 | 348,577 | 68,406 | 310,406 |
| Lignite coal ................ short ton | -0. | -0.0 | 53 | 211 |
| Gasoline ................... Imp.gal. | 69,011 | 9,593 |  |  |
| Kerosene .................... Imp, gal. |  |  | $\cdots$ |  |
| Frel oll .................. Imp.gal. | 657,110 | 35,653 | 553,183 | 29,440 |
| Gas ....................... ${ }^{\text {cut. }}$ | 173,743 | 93,286 | 407,853 | 81,656 |
| Wood ........................ cord | 3,540 | 7,685 | 2,505 | 5,449 |
| Electricity purchased ...... K. W. H. | 14,365,479 | 182,675 | $14,489,105$ | 200,270 |
|  |  | 148 | ,... | 30 |
| TOTAL COST . |  | 720,200 |  | 697,627 |
| Flectricity generated for own use $\qquad$ | 28,893,990 | $0 \cdot 0$ | 26,207,320 |  |

Table 7 - POWER EQUIPMENT IN THE AUTOMOBILE MANUFACTURING INDUSTRY, 1935 and 1936.


| Steam enginer and turbines ..... | 32 | 23,492 | 33 | 23,504 |
| :---: | :---: | :---: | :---: | :---: |
| Total Primary Equipment .... | 32 | 23,492 | 33 | 23,504 |
| Electric motors run by purchased power | 2,948 | 14,478 | 2,979 | 14,539 |
| TOTAL ...................... | 2,930 | 37,970 | 3,012 | 38,043 |
| Electric motors run by power generated with above primary |  |  |  |  |
| units Total Electric Motors | 4,677 7,625 | $\frac{21,628}{36,106}$ | 4,783 7,762 | 22,451 36,990 |
| Boilers . .noous....0.0.0.0.0.0 | 26 | 10,394 | 26 | 10,554 |

Table 8 - POWER EQUIPWENT SUBDIVIDED BETNEEN IN USE AND RESERVE OR IDLE, 1936.
Ordinarily in use In reserve or idle

| Number of Total rated Number of Total rated |
| :---: |
| units horse power units horse power |


| Steam engines and turbines | 30 | 16,680 | 3 | 6,824 |
| :---: | :---: | :---: | :---: | :---: |
| Total Primary Equipment ... | 30 | 16,680 | 3 | 6,824 |
| Electric motors run by purchased power | 2,589 | 12,772 | 390 | 1,767 |
| TOTAL | 2,619 | 29,452 | 393 | 8,591 |
| Electric motors run by power generated with above primary units | 4.273 | 20,111 | 510 | 2,340 |
| Total Electric Motors | 6,862 | 32,883 | 900 | 4,107 |
| Boilers .0.0.0.0.0.0.0.0.0.0.0.0.0. | 23 | 8,393 | 3 | 2,161 |

Table 9 －AREA，FLOOR SPACE，AND ESTIMATED YEARLY CAPACITY OF AUTOMOBILE MANUFAC－ TURING PLANTS， 1921 － 1936 。

| Years | No．of plants | Totaliarea covered by plants | Total floor space of buildings | Estimated yearly capacity of plants |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | Passenger cars | Trucks | TOTAL |
|  |  | Acres | Sq．ft。 | No． | No． | No． |
| 1921 | 14 | 100 | 2，748，911 | 130，600 | 26，561 | 157，161 |
| 1922 | 15 | 127 | 3，156，840 | 155，100 | 30，812 | 185，912 |
| 1923 | 10 | 116 | 4，196，295 | 258，500 | 30，100 | 288，600 |
| 1924 | 11 | 175 | 4，442，768 | 263，500 | 35，300 | 298，700 |
| 1925 | 11 | 218 | 4，588，332 | 242，500 | 27，490 | 269，990 |
| 1926 | 11 | 222 | 4，979，917 | 265，050 | 26，890 | 291，940 |
| 1927 | 11 | 229 | 5，646，779 | 305，000 | 27，240 | 332，240 |
| 1928 | 14 | 309 | 6，291，233 | 328，000 | 38，665 | 366，665 |
| 1929 | 17 | 335 | 6，598，483 | 334，611 | 63，579 | 398，190 |
| 1930 | 16 | 343 | 6，619，467 | 324，611 | 60，779 | 385， 390 |
| 1931 | 26 | 346 | 6，852，253 | 328，110 | 71，980 | 400，090 |
| 1932 | 25 | 300 | 6，412，712 | 364，425 | 61，970 | 426，395 |
| 1933 | 22 | 273 | 6，018，351 | 340，332 | 31，693 | 372，025 |
| 1934 | 21 | 244 | 5，213，684 | 233，794 | 35，431 | 267，225 |
| 1935 | 20 | 243 | 5，206，917 | 228，274 | 39，151 | 267，425 |
| 1936 | 16 | 238 | 5，278，170 | 235，274 | 45，651 | 280，925 |

Table 10 －NUMBER AND SELLING VALUE AT WORKS OF AUTOMOBILES PRODUCED，SUBDIVIDED BETWEEN MADE FOR SALE IN CANADA AND FOR EXPORT，1936．

## Produced for

sale in Canada Produced for export T 0 I A L Types

## Selling value

Selling value
Selling value
Number at works Number at works Number at works
（a）PASSENGER CAPS
Permanent open cars－

| Roadsters | 62 | 36，132 | 367 | 185，420 | 429 | 221，552 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Touring ．．．．．．．．．．． | 115 | 76，362 | 842 | 451，816 | 957 | 528，178 |
| Convertible cars－ |  |  |  |  |  |  |
| Coupe，roadster | 839 | 653，226 | 181 | 107，971 | 1，020 | 761，197 |
| Seden，touring | 92 | 100，725 | 26 | 17，774 | 118 | 118，499 |

Permanent closed cars－

| upe | 8，620 | 218，296 | 631 | 794，475 | 251 | 6，012，770 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2－Door seda | 32，772 | 19，999，498 | 513 | 256，134 | 33，285 | 20，255，632 |
| 4－Door sedan | 46，400 | 34，808，316 | 15，469 | 8，997，778 | 61，869 | 43，806，094 |
| Other，closed | 411 | 404，105 |  |  | 411 |  |
| Chassis（sold without bodies） | 39 | 24，489 | 19，990 | ，681，742 | 20，029 | 4，706，231 |
| Total P | 350 | 321，148 | 39，019 | 493，110 | 128 369 |  |

（b）COMMERCIAL CARS，including TRUCKS，TRUCK CHASSIS，BUS CHASSIS，etc．－

| 3／4 ton or less $\ldots$ 7，730 | 3，959，858 | 6，863 | 2，261，574 | 14，593 | 6，221，432 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1 ton and less than 1妾 tons ．．．．．．．．．．1，362 | 896，616 |  |  | 1， |  |
| $1 \frac{1}{2}$ tons and less than <br> 2 tons ．．．．．．．．．．．．2，365 | 1，652，186 | 3，048 | 1，204，141 | 5，413 | 2，856，327 |
| 2 tons and less than <br> $2 \frac{1}{2}$ tons ．．．．．．．．．．5，744 | 4，330，475 | 3，988 | 1，899，013 | 9，732 | 6，229，488 |
| $2 \frac{1}{2}$ tons and less than <br> $3 \frac{1}{2}$ tons ．．．．．．．．．．1，806 | 1，498，55 | 646 | 244，384 | 2，452 | 1，742，9 |

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Table 10 - NUNBER AND SELLING VALUF AT WORKS OF AUTOMOBILES PRODUCFD, SUBDIVIDED BETVFEN MADE FOR SALE IN CANADA AND FOR EXPORI, 1935.(concluded).


Table 11 - NUMBER AND SELLING VALUE AT FORKS OF AUTOMOBILES PRODUCED, SUBDIVIDED BETWEEN MADE FOR SALE IN CANADA AND FOR EXPORT, 1935.

| Types | Produced for sale in Canada |  | Produced for export |  | 0 | A L |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Selling value |  |  | Selling value | Selling value <br> Number at works |  |
|  | Number | et works | Number | at works |  |  |
|  |  | \$ |  | \$ |  | \$ |
| (a) PASSFMGER CARS - |  |  |  |  |  |  |
| Permanent open cars - |  |  |  |  |  |  |
| Roadsters ........ | 200 | 111,844 | 643 | 292,147 | 843 | 403,991 |
| Touring | 64 | 37,410 | 1,983 | 937,821 | 2,047 | 975,231 |
| Convertible cars - |  |  |  |  |  |  |
| Coune, roadster . | 837 | 683,490 | 843 | 453,054 | 1,680 | 1,136,544 |
| Sedan, touring .. | 22 | 28,358 | 7 | 11,857 | 29 | 40,215 |
| Permenent closed cars - |  |  |  |  |  |  |
| Coupe ....... | 9,571 | 5,856,499 | 1,699 | 763,013 | 11,270 | 6,619,512 |
| 2-Door sedan ..... | 29,779 | 18,162,849 | 2,771 | 1,288,872 | 32,550 | 19,451,721 |
| 4-Door sedan ..... | 44,842 | 34,185,251 | 18,350 | 10,178,979 | 63,192 | 44,364,230 |
| Others, closed .. | 62 | 92,411 | 109 | 189,344 | 171 | 281,755 |
| Chassis (sold with out bodies) ..... | $38$ | $-24,684$ | 23,742 | 5,911,393 | 23,780 | 5,936,077 |
| Total Passenger Cars | s85,415 | 59,182,796 | 50,147 | $20,026,480$ | 135,562 | 79,209,276 |
| (b) COMMERCIAL CARS, including <br> TRUCKS, BUSES, TRUCK CHASSIS, BUS CHASSIS, ETC. $\qquad$ |  |  |  |  |  |  |
| $3 / 4$ ton or less .... | 6,446 | 3,379,989 | 6,320 | 2,132,827 | 12,766 | 5,512,816 |
| 1 ton and less than 12 $\frac{1}{2}$ tons ......... | 1,047 | 660,579 |  |  | 1,047 | 660,579 |
| $1 \frac{1}{2}$ tons and less tha <br> 2 tons | n 3,198 | 2,207,226 | 10,628 | 4,009,170 | 13,826 | 6,216,396 |
| 2 tons and less than $2 \frac{1}{2}$ tons ............ | 6,625 | 5,248,359 | 2,227 | 884,508 | 8,852 | 6,132,867 |
| 21 $\frac{1}{2}$ tons and less the $3 \frac{1}{2}$ tons | n 528 | 534,489 | 26 | 12,722 | 554 | 547,211 |
| $3^{\frac{1}{2}}$ tons and $4 \frac{1}{2}$ tons, inclusive .......... | 181 | 392,645 | $\cdots$ | - 0 | 181 | 392,645 |

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Table 11 - NUMBER AND SELLING VALUF AT WORKS OF AUTOMOBILES PRODUCED, SUBDIVIDED BETWEEN MADE FOR SALE IN CANADA AND FOR EXPORT 1936 (carcluded).

Produced for


Table 12 - AUTOMOBILE PRODUCTION DISTRIBUTED ACCORDING TO SIZE OF ENGINES, 1936

| Types | Number of units having |  |  |  | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 4 | 6 | - | 12 | NUMBER |
|  | cyl. | cyl. | cyl. | cyl | OF UNITS |
| (a) PASSENGFR CARS |  |  |  |  |  |
| Permanent open cars - |  |  |  |  |  |
| Roadsters | $\cdots$ | $\cdots$ | 429 | $\ldots$ | 429 |
| Touring |  |  | 957 |  | 957 |
| Convertible cars - |  |  |  |  |  |
| Coupe, roadster |  | 448 | 572 | $\ldots$ | 1,020 |
| Sedan, touring | $\because 0$ | 10 | 108 | $\ldots$ | 118 |
| Permanent closed cars - |  |  |  |  |  |
| Coupe |  | 6,076 | 4,175 | $\cdots$ | 10,251 |
| 2-Door sedan | $\cdots$ | 21,028 | 12,257 |  | 33,285 |
| 4-Door sedan | . . | 37,652 | 24,199 | 215 | 62,066 |
| Other closed |  | 214 | ...0 | -. | 214 |
| Chassis (sold without bodies) | $\because$ | 11.971 | 8,058 |  | 20, 029 |
| Total Passenger Cars | ... | 77,399 | 50,775 | 215 | 128,369 |
| (b) COMMERCIAL CARS, including TRUCKS, BUSES, TRUCK CHASSIS, BUS CHASSIS, ETC. - |  |  |  |  |  |
| $3 / 4$ ton or less | 107 | 6,345 | 8,141 | $\cdots$ | 14,593 |
| 1 ton and less than $1 \frac{1}{2}$ tons | 55 | 1,307 | 00 | $\ldots$ | 1,362 |
| $1 \frac{1}{2}$ tons and less than 2 tons | 19 | 2,971 | 2,401 | $\cdots$ | 5,391 |
| 2 tons and less than $2 \frac{1}{2}$ tons |  | 2,713 | 7,041 | 。. | 9,754 |
| $2 \frac{1}{2}$ tons and less than $3 \frac{1}{2}$ tons |  | 2,452 | -0. | $\cdots$ | 2,452 |
| $3 \frac{1}{2}$ tons and $4 \frac{1}{2}$ tons, inclusive . | 2 | 52 | $\cdots$ |  | 54 |
| 5 tons... |  | 27 | -. | $\cdots$ | 27 |
| $5 \frac{1}{2}$ tons and over | $\bigcirc$ | 36 | $\cdots$ | $\cdots$ | 36 |
| Special (ambulances, hearses, etco) ... |  | -。 | $\cdots$ | ○. |  |
| Buses (including truck chassis for bus |  |  |  |  |  |
| use) |  | 86 | 35 |  | 121 |
| Total Commercial Cars | 183 | 15,989 | 17.618 |  | 33,790 |
| TOTAL - ALL CARS .................. | 183 | 93,388 | 68,373 | 215 | 162,159 |


| Years | 4 cylinders |  | 6 cylinders |  | 8 cylinders |  | Over 8 cylinders No. |  | TOTAL NUMBER |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | No | \% | No. | \% | No. | $\%$ |  |  |  |
| 1921 | 59,232 | 89.4 | 6,824 | 10.3 | 190 | 0.3 |  |  | 66,246 |
| 1922 | 88,782 | 87.9 | 12,031 | 11.9 | 194 | 0.2 | ... |  | 101,007 |
| 1923 | 134,816 | 91.6 | 12,180 | 8.3 | 206 | 0.1 | $\cdots$ |  | 147,202 |
| 1924 | 119,005 | 89.8 | 13,310 | 10.1 | 165 | 0.1 | $\cdots$ |  | 132,580 |
| 1925 | 142,233 | 87.8 | 19,521 | 12.1 | 216 | 0.1 | $\cdots$ |  | 161,970 |
| 1926 | 176,055 | 86.0 | 28,532 | 13.9 | 140 | 0.1 | ... |  | 204,727 |
| 1927 | 131,532 | 73.5 | 47,294 | 26.4 | 228 | 0.1 | $\cdots$ | $\ldots$ | 179,054 |
| 1928 | 185,606 | 76.7 | 55,660 | 23.0 | 788 | 0.3 | $\cdots$ | $\ldots$ | 242,054 |
| 1929 | 123,275 | 46.9 | 138,414 | 52.7 | 936 | 0.4 | ... | ... | 262,625 |
| 1930 | 82,664 | 53.9 | 63,500 | 41.4 | 7,208 | 4.7 | $\cdots$ |  | 153,372 |
| 1931 | 35,758 | 43.3 | 41,413 | 50.1 | 5,295 | 6.5 | 93 | 0.1 | 82,559 |
| 1932 | 17,552 | 28.9 | 27,875 | 45.8 | 15,320 | 25.2 | 42 | 0.1 | 60,789 |
| 1933 | 11,575 | 17.6 | 32,251 | 49.0 | 21,994 | 33.4 | 32 | ... | 65,852 |
| 1934 | 6,469 | 5.5 | 59,425 | 50.9 | 50,908 | 43.6 | 50 | - | 116,852 |
| 1935 | 232 | 0, 2 | 83,640 | 48.4 | 88,980 | 51.4 | 25 |  | 172,877 |
| 1936 | 183 | 0.1 | 93, 388 | 57.6 | 68,373 | 42.2 | 215 | 0.1 | 162,159 |

Table 11 - PRODUCTION OF AUTOMOBILFS, BY MONTHS, 1929 1936. (NUMBER ONLY)

| Months | 1929 | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Jenuary | 21,501 | 10,388 | 6,496 | 3,731 | 3,358 | 6,904 | 10,607 | 13,302 |
| February | 31,287 | 15,548 | 9,864 | 5,477 | 3,298 | 8,571 | 18,114 | 13,268 |
| March | 40,621 | 20,730 | 12,993 | 8,318 | 6,632 | 14,180 | 21,975 | 18,021 |
| April | 41,901 | 24,257 | 17,159 | 6,810 | 8,255 | 18,363 | 24,123 | 24,951 |
| ilay | 31,559 | 24,672 | 12,738 | 8,221 | 9,396 | 20,161 | 20,702 | 20,006 |
| June | 21,492 | 15,090 | 6,835 | 7,112 | 7,323 | 13,905 | 15,745 | 16,400 |
| July | 17,461 | 10,188 | 4,220 | 7,472 | 6,540 | 11,114 | 13,069 | 10,475 |
| August | 14,214 | 9,792 | 4,544 | 4,067 | 6,079 | 9,904 | 7,692 | 4,660 |
| September | 13,817 | 7,957 | 2,646 | 2,342 | 5,808 | 5,579 | 5,323 | 4,655 |
| October | 14,523 | 4,541 | 1,440 | 2,923 | 3,682 | 3,780 | 8,313 | 5,361 |
| November | 9,424 | 5,407 | 1.247 | 2,204 | 2,291 | 1,697 | 13,496 | 10,812 |
| December | 4,825 | 4.802 | 2, 377 | 2,112 | 3,190 | 2,694 | 13,718 | 20,248 |
| TOTAL .....- | 262, 625 | 153,372 | 82,559 | 60,789 | 5,852 | 16,852 | 172,877 | 62,159 |

Table 15 - PRODUCTION OF AUTOMOBILES, BY MONTHS, 1934 - 1936, SHOWING MADE FOR SALE IN CANADA AND MADE FOR EXPORT, SEPARATELY.

| Months | $9 \quad 3-4$ |  |  | 19 |  |  | 193 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | For <br> sale in <br> Canada | For export | TOTAL | For <br> sale in <br> Canada | For export | TOTAL | For <br> sale in <br> Canada | For ex-port | TOTAL |
|  |  |  | (a) | PASSENGEF | CAFS |  |  |  |  |
| January | 2,464 | 2,482 | 4,946 | 4,943 | 3,309 | -8,252 | 7,167 | 3,730 | 10,897 |
| February | 4,616 | 2,485 | 7,101 | 8,498 | 5,068 | 13,566 | 6,367 | 4,294 | 10,661 |
| March | 9,118 | 3,154 | 12,272 | 11,627 | 6,337 | 17,964 | 10,583 | 3,615 | 14,198 |
| April | 11,678 | 3,773 | 15,451 | 15,309 | 5,254 | 20,563 | 16,344 | 3,801 | 20,145 |
| May | 12,864 | 3,640 | 16,504 | 13,473 | 3,465 | 16,938 | 13,065 | 3,153 | 16,218 |
| June | 6,711 | 4,099 | 10,810 | 8,316 | 3,802 | 12,118 | 8,600 | 4,246 | 12,846 |
| July | 4,594 | 3,813 | 8,407 | 5,135 | 4,236 | 8,371 | 5,071 | 2,830 | 7,901 |
| August | 3,564 | 3,761 | 7,325 | 1,376 | 3,627 | 5,003 | 1,004 | 1,785 | 2,789 |
| September | 1,066 | 3,145 | 4,211 | 1,109 | 2,293 | 3,402 | 244 | 1,979 | 2,223 |
| October | 448 | 1,677 | 2,125 | 4,033 | 2,770 | 6,803 | 2,322 | 2,126 | 4,448 |
| November | 671 | 381 | 1,052 | 5,947 | 4,969 | 10,916 | 7,090 | 2,996 | 10,086 |
| December | 2,030 | 413 | 2,443 | 5,649 | 5,017 | 10,686 | 11,493 | 4,464 | 15,957 |
| TOTAL ..... | 59,824 | 32,823 | 92.647 | 85,415 | 50,147 | 135,562 | 89,350 | 59,019 | 128,369 |

Tahle 15 - PRODUCTION OF AUTOMOBILES, BY NONTHS, 1934-1936, SHOWING MADE FOR SALE IN CANADA AND MADF. FOR EXPORT, SEPARATELY (concluded)

| Months |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | For <br> sale in <br> Canada | $\begin{aligned} & \text { For } \\ & \text { ex- } \\ & \text { port } \end{aligned}$ | TOTAL | For sale in Canada | For export | TOTAL | For sale in Canada | $\begin{aligned} & \text { For } \\ & \text { ex- } \\ & \text { port } \end{aligned}$ | TOTAL |
|  | (b) COMMERCIAL CARS |  |  |  |  |  |  |  |  |
| Jenuery | 506 | 1,452 | 1,958 | 1,078 | 1,277 | 2,355 | 1,053 | 1,352 | 2,405 |
| February | 795 | 675 | 1,470 | 1,747 | 2,802 | 4,549 | 1,758 | 849 | 2,607 |
| March | 1,157 | 751 | 1,908 | 2,419 | 1,538 | 4,017 | 2,621 | 1,202 | 3,823 |
| April | 1,847 | 1,065 | 2,912 | 2,504 | 1,056 | 3,560 | 3,526 | 1,280 | 4,806 |
| May | 2,324 | 1,333 | 3,657 | 2,608 | 1,156 | 3,764 | 2,727 | 1,061 | 3,788 |
| June | 1,717 | 1,378 | 3,095 | 1,594 | 2,033 | 3,627 | 2,062 | 1,492 | 3,554 |
| July | 1,301 | 1,406 | 2,707 | 2,012 | 1,805 | 3,817 | 1,389 | 1,185 | 2,574 |
| August | 1,369 | 1,210 | 2,579 | 1,311 | 1,361 | 2,672 | 908 | 963 | 1,871 |
| September | 305 | 1,063 | 1,368 | 416 | 1,370 | 1,786 | 1,106 | 1,326 | 2,432 |
| October | 628 | 1,027 | 1,655 | 694 | 776 | 1,470 | 292 | 621 | 913 |
| November | 404 | 241 | 645 | 729 | 1,846 | 2,575 | 401 | 325 | 726 |
| Necember | 94 | 157 | 251 | 1,002 | 2,121 | 3.123 | 1,400 | 2,891 | 4,291 |
| TOTAL | 12,447 | 11,758 | 24,205 | 18,114 | 19,201 | 37,315 | 19,243 | 4,547 | 33,790 |
| (c) ALL CARS |  |  |  |  |  |  |  |  |  |
| January | 2,970 | 3,934 | 6,904 | 6,021 | 4,586 | 10,607 | 8,220 | 5,082 | 13,302 |
| February | 5,411 | 3,160 | 8,571 | 10,245 | 7,870 | 18,115 | 8,125 | 5,143 | 13,268 |
| March | 10,275 | 3,905 | 14,180 | 14,046 | 7,935 | 21,981 | 13,204 | 4,817 | 18,021 |
| April | 13,525 | 4,838 | 18,363 | 17,813 | 6,310 | 24,123 | 19,870 | 5,081 | 24,951 |
| May | 15,188 | 4,973 | 20,161 | 16,081 | 4,621 | 20,702 | 15,792 | 4,214 | 20,006 |
| June | 8,428 | 5,477 | 13,905 | 9,910 | 5,835 | 15,745 | 10,662 | 5,738 | 16,400 |
| July | 5,895 | 5,219 | 11,114 | 7,147 | 6,041 | 13,188 | 6,460 | 4,015 | 10,475 |
| August | 4,933 | 4,971 | 9,904 | 2,687 | 4,988 | 7,675 | 1,912 | 2,748 | 4,660 |
| September | 1,371 | 4,208 | 5,579 | 1,525 | 3,663 | 5,188 | 1,350 | 3,305 | 4,655 |
| October | 1,076 | 2,704 | 3,780 | 4,727 | 3,546 | 8,273 | 2,614 | 2,747 | 5,361 |
| November | 1,075 | 622 | 1,697 | 6,676 | 6,815 | 13,491 | 7,491 | 3,321 | 10,812 |
| December | 2,124 | 570 | 2,694 | 6,651 | 7,138 | 13,789 | 12893 | 7,355 | 20,248 |
| TOTAL .... | 72,271 | 44,581 | 116,852 | 103,529 | 69,348 | 172,877 | 208,593 | 53,566 | 1621,159 |

Table 16 - IMPORTS INTO CANADA AND EXPORTS OF AUTOMOBILES, BY MONTHS, $1933=1936$.

| Months | RE-EX |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1933 | 1934 | 1935 | 1936 | 1933 | 1934 | 1935 | 1936 |
|  | No. | No. | No. | No. | No. | No. | No. | No. |
| January | 129 | 133 | 264 | 451 | 504 | 2,404 | 1,598 | 6,622 |
| February | 99 | 194 | 329 | 356 | 277 | 3,045 | 4,858 | 4,583 |
| March | 158 | 371 | 587 | 804 | 1,637 | 4,954 | 9,379 | 7,613 |
| April | 226 | 266 | 520 | 1,163 | 1,268 | 3,968 | 6,371 | 3,740 |
| May | 159 | 556 | 569 | 1,379 | 2,729 | 4,242 | 6,539 | 5,246 |
| June | 161 | 383 | 365 | 982 | 2,299 | 5,298 | 4,873 | 4,449 |
| July | 181 | 289 | 335 | 708 | 1,790 | 6,598 | 5,105 | 4,563 |
| August | 174 | 189 | 269 | 448 | 1,754 | 3,567 | 6,009 | 3,449 |
| September | 95 | 110 | 164 | 480 | 2,247 | 3,343 | 4,792 | 3,544 |
| October | 131 | 144 | 180 | 1,020 | 2,952 | 3,778 | 3,956 | 2,92.2 |
| November | 110 | 107 | 327 | 1,088 | 1,786 | 1,929 | 5,606 | 5,161 |
| December | 158 | 163 | 202 | 1,024 | 1,657 | 641 | 5,535 | 3,945 |
| TOTAL | 1,781 | 2,905 | 4,111 | 9,903 | 20,900 | 43,767 | 64,621 | 55,837 |

Table 17 - TREND IN CLOSED CAR OUTPUT, 1920-1936.
PASSENGER CAR PRODUCTION

| Years | TOTAL ( x ) | Open | Closed | \% closed |
| :---: | :---: | :---: | :---: | :---: |
|  | No. | No. | No. |  |
| 1920 | 79,035 | 71,078 | 7,957 | 10 |
| 1921 | 57,401 | 48,472 | 8,929 | 16 |
| 1922 | 79,194 | 63,296 | 15,898 | 20 |
| 1923 | 106,226 | 79,017 | 27,209 | 26 |
| 1924 | 98,365 | 67,204 | 31,161 | 32 |
| 1925 | 124,373 | 74,333 | 50,040 | 40 |
| 1926 | 154,061 | 69,582 | 84,479 | 55 |
| 1927 | 137,290 | 37,585 | 99,705 | 73 |
| 1928 | 176,096 | 40,680 | 135,416 | 77 |
| 1929 | 138,721 | 34,744 | 153,977 | 82 |
| 1930 | 115,535 | 19,849 | 95,686 | 83 |
| 1931 | 64,639 | 8,072 | 56,567 | 88 |
| 1932 | 48,380 | 3,336 | 45,044 | 93 |
| 1933 | 47,523 | 2,696 | 44,827 | 94 |
| 1934 | 80,118 | 4,295(a) | 75,823(a) | 95 |
| 1935 | 111,782 | 3,744 (a) | 108,038(a) | 97 |
| 1936 | 108,340 | 1,955(a) | 106,385(a) | 98 |

(x) Excluding passenger chassis.
(a) Convertible cars divided evenly between open and closed types.

Table 18 - APPARENT CONSUMPTION OF AUTOMOBILES IN CANADA, 1917 - 1936.

| Years | TOTAL SUPPLY |  | LESS |  | APPARENT CONSUMPTION |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Production | Imports | Exports | Re-Exports |  |
|  | No. | No. | No. | No. | No. |
| 1917 | 93,810 | 16,656 | 9,492 | 567 | 100,407 |
| 1918 | 82,408 | 10,812 | 10,361 | 322 | 82,537 |
| 1919 | 87,835 | 11,750 | 22,949 | 305 | 76,331 |
| 1920 | 94,144 | 9,145 | 23,012 | 542 | 79,735 |
| 1921 | 66,246 | 7,270 | 10,726 | 254 | 62,536 |
| 1922 | 101,007 | 11,591 | 37,958 | 268 | 74,372 |
| 1923 | 147,202 | 11,822 | 69,920 | 438 | 88,666 |
| 1924 | 132,580 | 9,301 | 56,655 | 326 | 84,900 |
| 1925 | 161,970 | 14,632 | 74,151 | 341 | 102,110 |
| 1926 | 204,727 | 28,544 | 74,324 | 370 | 158,577 |
| 1927 | 179,054 | 36,630 | 57,414 | 438 | 157,832 |
| 1928 | 242,054 | 47,408 | 79,388 | 467 | 209,607 |
| 1929 | 262,625 | 44,724 | 101,711 | 671 | 204,967 |
| 1930 | 153,372 | 23,233 | 44,553 | 818 | 131,234 |
| 1931 | 82,559 | 8,738 | 13,813 | 726 | 76,758 |
| 1932 | 60,789 | 1,449 | 12,534 | 488 | 49,216 |
| 1933 | 65,852 | 1,781 | 20,403 | 497 | 46,733 |
| 1934 | 116,852 | 2,905 | 43,368 | 399 | 75,990 |
| 1935 | 172,877 | 4,111 | 64,330 | 291 | 112,367 |
| 1936 | 162,159 | 9,903 | 55,570 | 267 | 116,225 |

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Table 19 - ESTIMATE OF NUMBER OF CARS VITHIDRAWN FROM USE, 1923-1936.

| Years | Licenses <br> issued in <br> preceding <br> year | Plus apparent consumption in current year | Less registrations in current year. | Cars <br> withdrewn <br> from <br> use |
| :---: | :---: | :---: | :---: | :---: |
|  | No. | No. | No. | No. |
| 1923 | 504,446 | 88,666 | 576,684 | 16,428 |
| 1924 | 576,684 | 84,900 | 644,034 | 17,550 |
| 1925 | 644,034 | 102,110 | 720,085 | 26,059 |
| 1926 | 720,085 | 158,577 | 829,260 | 49,402 |
| 1927 | 829,260 | 157,832 | 938,106 | 48,986 |
| 1928 | 938,109 | 209,607 | 1,068,922 | 78,794 |
| 1929 | 1,068,922 | 204,967 | 1,186,737 | 87,152 |
| 1930 | 1,186,737 | 131,234 | 1,222,730 | 95,241 |
| 1931 | 1,222,730 | 76,758 | 1,190,979 | 108,509 |
| 1932 | 1,190,979 | 49,216 | 1,105,084 | 135,111 |
| 1933 | 1,105,084 | 46,733 | 1,072,957 | 78,860 |
| 1934 | 1,072,957 | 75,990 | 1,119,226 | 29,721 |
| 1935 | 1,119,226 | 112,367 | 1,165,642. | 65,951 |
| 1936 | 1,165,642 | 116,225 | 1,229,299 | 52,568 |

Table 20 - COMPARATIVE STATEMENT OF THE PRODUCTTON AND IMPORTS OF AUTOMOBILE ENGINES AND THE NUNBER OF AUTOMOBILES MADE IN CANADA, 1921 - 1936.

| Years | Engines | As reported by automobile manufacturers |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | imported into Canada | Engines purchased | Engines made | Automobiles produced |
|  | No. | No. | No. | No. |
| 1921 | 9,939 | 21,074 | 44,621 | 66,246 |
| 1922 | 22,260 | 48,901 | 52,311 | 101,007 |
| 1923 | 31,547 | 71,383 | 88,437 | 147,202 |
| 1924 | 27,371 | 53,130 | 80,584 | 132,580 |
| 1925 | 67,305 | 67,525 | 96,059 | 161,970 |
| 1926 | 82,361 | 87,388 | 119,821 | 204,727 |
| 1927 | 107,941 | 127,245 | 49,342 | 179,054 |
| 1928 | 117,007 | 147,658 | 97,288 | 242,054 |
| 1929 | 91,434 | 98,143 | 165,421 | 262,625 |
| 1930 | 34,629 | 39,270 | 114,880 | 153,372 |
| 1931 | 22,384 | 25,896 | 55,966 | 82,559 |
| 1932 | 26,709 | 31,545 | 29,482 | 60,789 |
| 1938 | 26,567 | 30,516 | 34,687 | 65,852 |
| 1934 | 29,760 | 34,652 | 83,036 | 116,852 |
| 1935 | 30,893 | 32,699 | 140,948 | 172,877 |
| 1936 | 42,879 | 40,666 | 121,762 | 162,159 |

Names of Companies
Chrysler Corporation of Canada, Limited
Federal Truck Co. of Canada, Limited
Ford Motor Company of Canada, Limited

General Motors of Canada, Limited
Hayes Manufacturing Co. Ltd. Vancouver, B. C.
Hudson Motors of Canada, Limited
International Harvester Co. of Canada, Limited
Leyland Motors Limited
Packard Motor Car Company of Canada, Limited
Stidebaker Corporation of Canada, Limited
White Comnany Limited

Location of Plants
Walkerville, Ont., Windsor, Ont.

East Windsor, Ont., with

Estimated capacity
Passenger cars Trucks TOTAL
Windsor, Ont. ... 200 200 assembling plants at Toronto, Ont., Winnipeg, Man., and Vancouver, B. C. 118,125 16,875 135,000
Oshawa, Ont. 52,649 12,351 65,000

| Tilbury, Ont. | 5,000 | $\ldots$ | 5,000 |
| :--- | ---: | ---: | ---: |
| Chatham, Ont. <br> Montreal, P. Q., and Toronto, <br> Ont. | $\ldots$ | 5,000 | 5,000 |
| East Windsor, Ont. | $\ldots, 500$ | 300 | 300 |
| Walkerville, Ont. | 5,000 | 500 | 5,500 |
| Montreal, P. Q. | $\ldots, 500$ |  |  |
|  |  | $\ldots 35,274$ | 46,651 |

Table 22 -
WORLD PRODUCTION OF MOTOR VEHICLES, 1931 - 1935.
(Figures from Automotive Division, Department of Commerce, Washington, U. S. A. Data for 1936 not available at time of publication of this bulletin).

(a) Including motor vehicles exported as "parts for assembly."

Table 23 －TOTAL PRODUCTION OF SPECIFIED AUTO PARTS AND ACCESSORIES，FROM ALL INDUSTRIES， 1934 and 1935.

|  | 1 | $\begin{array}{llll}9 & 3 & 4\end{array}$ | 19 | $3 \quad 5$ |
| :---: | :---: | :---: | :---: | :---: |
| Products $\begin{aligned} & \text { Unit of } \\ & \text { measure }\end{aligned}$ | Quantity | Selling value at works | Quantity | ing value works |
|  |  | \＄ |  | \＄ |
| Axles |  | 2，009，774 |  | 2，125，828 |
| Batteries，storage（for autos）．．．．No． | 522，132 | 2，262，960 | 561，710 | 2，378，414 |
| Bodies and cabs |  | 2，913，202 |  | 2，696，906 |
| Brakes and parts |  | （x） |  | 373，833 |
| Brake linings，asbestos ．．．．．．．．．．ft． |  | 458，147 | 2，927，962 | 439，904 |
| Bumpers and bumperettes |  | 439，786 |  | 577，799 |
| Cables and wire assemblies |  | （x） |  | 374，991 |
| Chains and cross chains，tire |  | 393，497 |  | 452，634 |
| Clutches ．．．．．．．．．．．．．．．．．．．．．．．．No． | 89，370 | 250，237 | 136，983 | 305，820 |
| Clutch facings，asbestos |  | 49，317 |  | 78，131 |
| Coils，ignition ．．．．．．．．．．．．．．．．．．．．No． | 159，190 | 346，287 | 193，535 | 240，886 |
| Covers for radiators，tires，etc．．．．．．．． | ．．． | 310，237 | ．．． | 293，009 |
| Differentials | $\cdots$ | （x） | ．．． | （x） |
| Distributors | $\cdots$ | （x） |  | （x） |
| Drae links and tie rods | 。． | （x） |  | （x） |
| Engine valves | $\cdots$ | （x） |  | （x） |
| Engines | $\cdots$ | （x） | $\ldots$ | （x） |
| Engine parts |  | 81，675 |  | 184,277 |
| Fan belts，rubber ．．．．．．．．．．．．．．．．．．No． | 786，541 | 162，498 |  | 202，487 |
| Generators | 。．． | （x） |  | （x） |
| Glass，laminated，etc． | ．．． | 688，722 | $\ldots$ | 521，038 |
| Hardware，auto | $\cdots$ | 457，113 |  | 430，845 |
| Heaters，auto and engine | $\ldots$ | 191，348 |  | 265，559 |
| Lamps and parts（headlights，etc．）．．．．．． |  | （x） |  | （x） |
| Lamps，incandescent，miniature ．．．．No． | 7，282，187 | 496，574 | 9，832，118 | 633,769 |
| Lubricating systems ．．．．．．．．．．．．．．．．．．．．．． |  | （x） | ．．． |  |
| Motor temperature indicators | $\cdots$ | （x） |  | （x） |
| Pistons |  | （x） |  | （x） |
| Piston rings ．．．．．．．．．．．．．．．．．．．．．．．No． | 5，902，040 | 712， 308 | 6，722，000 | 642,497 |
| Radiators，complete ．．．．．．．．．．．．．．No． | 43，698 | 253，787 |  | 950，801 |
| Radiator cores ．．．．．．．．．．．．．．．．．．．．．．．．．．．． |  | 539，940 |  | 231，073 |
| Radios for automobiles ．．．．．．．．．．．．．No． | 12，368 | 438，961 | 16，371 | 937，331 |
| Shock absorbers ．． |  | （x） | ．．． | （x） |
| Spark plugs and parts | $\ldots$ | （x） | $\cdots$ | （x） |
| Springs，chassis |  | 789，062 |  | 970,067 |
| Starters ．．．．．．．．．．．．．．．．．．．．．．．．．．．．．．．．．．．．．．．． | 209，688 | 780，413 | 315，336 | $1,014,656$ |
| Steering gears | 。．． | （x） | －．．． |  |
| Tires（casings and tubes） |  | 26，907，409 | $\cdots$ | 27，127，749 |
| Tire and luggage carriers | ．．． | 9，500 | ．．． | （x） |
| Tire valves | ．．． | （x） | ．．． | （x） |
| Tons，auto |  | 71，467 | $\cdots$ | （x） |
| Trailers ．．．．．．．．．．．．．．．．．．．．．．．．．．．${ }^{\text {a }}$ | 162 | 166，432 | 209 | 227，674 |
| Transmissions | －0． | （x） | ．．． | （x） |
| Tubing for automobiles ．．．．．．．．．．．．．．．．．． | $\cdots$ | （x） | ．．． | （x） |
| Wheels ．．．．．．．．．．．．．．．． |  | （x） | ．．． | （x） |
| Windshields |  | （x） | $\cdots$ | （x） |
| Windshield wipers |  | $\begin{array}{r}13,438 \\ \hline\end{array}$ | －．． | （x） |
| Parts（service）made in auto factories ．． | $\cdots$ | 3，574，423 | ．．． | 4，248，486 |
| Other auto parts and supplies，not specified separately |  | 2，511，025 |  | 2，349，582 |
| Value of products，reported by only 1 or |  |  |  |  |
| 2 firms，as indicated above． |  | 11，280， 696 |  | 19，065，503 |
| TOTAL ．．．．．．．．．．．．．．．．．．．．．．．．．．．．． |  | $59,540,865$ |  | $70,440,093$ |

（x）Indicates that the commodity was reported by only 1 or 2 firms，and therefore produc－ tion cannot be published separately．
NOTE－Data for 1936 are not available at time of publication of this report．

# Compiled in the EXTERNAL TRADE BRANCH 

Acting Chief - A. L. NEAL, Mo A.
Table 24 - IMPORTS OF AJTOMOBILES AND PARTS INTO CANADA, CALENDAR YFARS 1920-1936.

| Calendar <br> Years | PASSENGER CARS |  | TRUCKS |  | Parts(c) Value | TOTAL VALUE |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Number | Value | Number | Value |  |  |
|  |  | \$ |  | \$ | \% | 1 |
| 1920 | 7,191 | 9,890,487 | 1,954 | 3,971,113 | 14,051,818 | 27,913,418 |
| 1921 | 6,319 | 8,688,976 | 951 | 1,815,723 | 8,393,507 | 18,898,206 |
| 1922 | 10,705 | 11,516,715 | 886 | 1,643,738 | 13,744,496 | 26,904,949 |
| 1923 | 10,467 | 10,447,045 | 1,355 | 1,879,574 | 15,047,633 | 27,374,252 |
| 1924 | 8,344 | 8,202,643 | 957 | 1,438,666 | 15,173,108 | 24,814,417 |
| 1925 | 13,486 | 12,855,940 | 1,146 | 1,693,369 | 20,690,989 | 35,240,298 |
| 1926 | 26,345 | 21,563,258 | 2,199 | 2,818,434 | 27,465,642 | 51,847, 334 |
| 1927 | 32,826 | 26,904,209 | 3,804 | 4,638,207 | 31,852,100 | 65,394,516 |
| 1928 | 40,226 | 32,527,641 | 7,182 | 8,305,235 | 48,839,955 | 89,672,831 |
| 1929 | 39,446 | 32,605,958 | 5,278 | 6,817,176 | 44,772,091 | 84,195,225 |
| 1930 | 19,683 | 15,897,880 | 3,550 | 4,662,406 | 23,358,763 | 43,919,049 |
| 1931 | 7,492. | 5,766,895 | 1,246 | 1,613,939 | 14,442,570 | 21,823,404 |
| 1932 | 1,160 | 919,886 | 289 | 289,097 | 11,588,190 | 12,797,083 |
| 1935 | 1,098 | 759,341 | 683 | 444,927 | 10,836,590 | 12,040,858 |
| 1934 | 1,998 | 1,348,789 | 917 | 648,340 | 19,474,767 | 21,471,896 |
| 1935 | 3,133 | 2,021,142 | 978 | 789,609 | 24,517,832 | 27,528,585 |
| 1936 | 8,053 | 6,114,199 | 1,850 | 1,851,116 | 24,062,901 | 31,828,216 |

(c) Does not include automobile engines.

Table 25 - IMPORTS INTO CANADA OF AUTOMOBILES AND PAKTS BY PRINCIPAL COINTRIES, Calendar Year 1936.

| Countries of Origin |  | AUTOMOBILES |  | Automobile parts | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Passenger | Trucks |  |  |
| United Kingdom | No. | 795 | 131 |  |  |
|  | \% | 430,319 | 156,177 | 177,668 | 764,164 |
| United States | No. | 7,258 | 1,717 |  |  |
|  | \$ | 5,683,880 | 1,494,739 | 23,854,644 | 31,033,263 |
| Other countries | No, | -.. | 2 |  |  |
|  | \$ |  | 300 | 30,589 | 30,789 |
|  | No. | 8,053 | 1,850 |  |  |
|  | 1 | 6,114,199 | 1,651,116 | 24,062,901 | 31,828,216 |

Table 26 - EXPORTS OF CANADIAN AUTOMOBILES AND PARTS FROM CANADA, Calendar Years 1920 1936

| Calendar | PAS | R CARS | TRUCKS |  | Automobile |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Years | Number | Value | Number | Value | parts | TOTAL |
|  |  | \$ |  | H | \$ | * |
| 1920 | 18,070 | 13,576,179 | 4,942 | 3,059,0.56 | 4,276,027 | 20,911,262 |
| 1921 | 9,305 | 4,586,664 | 1,421 | 718,780 | 1,128,181 | 6,433,625 |
| 1922 | 35,394 | 21,059,574 | 2,564 | 1,094,519 | 1,926,098 | 24,080,191 |
| 1923 | 57,481 | 29,325,031 | 12,439 | 4,503,659 | 3,530,377 | 37,359,067 |
| 1924 | 43,883 | 22,080,232 | 12,772 | 4,429, 161 | 4,992,049 | $31,5 \times 1,442$ |
| 1925 | 58,005 | 27,794,884 | 16,146 | 6,250,002 | 6,572,728 | 39,417, 614 |
| 1926 | 53,628 | 25,779,659 | 20,696 | 6,957,242 | 5,485,486 | 38,222,387 |
| 1927 | 39,900 | 22,156,871 | 17,514 | 6,272,126 | 3,434,465 | 31,863,462 |
| 1928 | 55,732 | 25,224,014 | 23,656 | 8,652,301 | 2,152,166 | 36,028,481 |
| 1929 | 64,863 | 29,824,433 | 36,848 | 14,831,006 | 2,350,232 | 47,005,671 |
| 1930 | 28,3, ${ }^{24} 8$ | 12,737,784 | 15,712 | 9,799 | 889,'838 | 20,386,354 |
| 1932 | 9,800 | 4,282,666 | 2,734 | 963,295 | 1,846,033 | :891:,994 |
| $193 \%$ | 15,828 | 6,812,989 | 4,575 | 693,078 | 2 | 9,842, ${ }^{8} 1$ |
| 19.5 | 31,274 | 2,988,365 | 12,094 | 4,215,429 | 2,415,222 | 9,619,016 |
| 1935 | 47,592 | 16,885,736 | 16,738 | 6,082,846 | 2,925,667 | 25,894,249 |
| 1936 | 42,351 | 15,289,140 | 13,219 | 4,904,102 | 2,899,946 | 23,093,188 |

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Table 27 - EXPORTS OF CANADIAN AUTOMOBILES AND PARTS FROM CANADA, BY DRINCIPAL COUNTRIES, Calendar Year 1936.

| Countries of Destination |  | AUTOMOBILES |  | Automobile parts | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Passenger | Trucks |  |  |
| United Kingdom | No. | 2,685 | 4 |  |  |
|  | \$ | 2,326,089 | 2,091 | 10,626 | 2,338,806 |
| Ceylon | No. | 18 | 18 | -•• |  |
|  | \$ | 10,067 | 7,521 | 7,422 | 25,010 |
| British East Africa | No. | 233 | 722 | -•• |  |
|  | * | 126,514 | 333,240 | 75,088 | 534,842 |
| British South Africa | No. | 7,179 | 1,545 |  |  |
|  | \$ | 2,251,537 | 577,931 | 1,236,932 | 4,066,400 |
| Southern Rhodesia | No. | 412 | 414 |  |  |
|  | \$ | 223,819 | 197,936 | 42,633 | 464,388 |
| British Mest, Africa | No. | 108 | 269 |  |  |
|  | \$ | 57,220 | 108,155 | 39,096 | 204,471 |
| British India | No. | 953 | 1,214 |  |  |
|  | \$ | 504,119 | 533,233 | 143,250 | 1,180,602 |
| British Straits Settlements | No. | 735 | 992 |  |  |
|  | \$ | 401,867 | 380,232 | 110,880 | 892,979 |
| British West Indies | No. | 1,025 | 444 | ...0 |  |
|  | \# | 585,049 | 213,205 | 17,700 | 815,954 |
| Hong Kong | No. | 127 | 12 | -0. |  |
|  | \$ | 75,436 | 4,968 | -.. | 80,404 |
| Malta | No. | 92 | 124 | ... |  |
|  | \$ | 60,240 | 52,175 | -.. | 112,415 |
| Newfoundland | No, | 80 | 39 | $\cdots$ |  |
|  | \$ | 40,781 | 23,257 | 9,904 | 73,942 |
| Australia | No. | 21,262 | 5,227 | - . |  |
|  | \$ | 4,894,541 | 1,522,087 | 917,150 | 7,333,778 |
| New Zealand | No. | 5,940 | 1,770 |  |  |
|  | + | 2,980,950 | 751,636 | 174,812 | 3,907,398 |
| Fiji | No. | 50 | 75 | ... |  |
|  | \$ | 29,743 | 29,698 | ... | 59,441 |
| Other British countries | No. | 84 | 112 | $\because$ |  |
|  | \$ | 45,373 | 53,558 | 8,797 | 107,728 |
| Belgium | No. | 36 | 5 | - |  |
|  | \$ | 20,725 | ... | ... | 20,725 |
| Chiria | No. | 12 | - | ... | $\cdots$ |
|  | \$ | 9,225 |  | ... | 9,225 |
| Colombia | No. | 3 | 40 | ... |  |
|  | \$ | 1,497 | 23,132 | ... | 24,629 |
| France | No. | 124 | 。. . | ... |  |
|  | \$ | 115,989 | ... | ... | 115,989 |
| Portuguese Africa | No. | 40 | 115 | $\cdots$ |  |
|  | \$ | 21,680 | 53,767 | 8,613 | 84,060 |
| Spain | No. | 654 | ... | $\cdots$ |  |
|  | \% | 328,453 | . ${ }^{\text {o }}$ | 435 | 328,888 |
| United States | No. | 447 | 16 | $\cdots$ | … |
|  | \$ | 139,261 | 5,703 | 65,209 | 210,173 |
| Other foreign countriesTOTAL EXPORTS ... | No. | 122 | 67 | - | -.. |
|  | \$ | 38,965 | 30,577 | 31,399 | 100,941 |
|  | No. | 42,351 | 13,219 |  |  |
|  | \$ | 15,289,140 | 4,904,102 | 2,899,946 | 23,093,188 |

Table 28 - RE-EXPORTS OF AUTOMOBILES AND PARTS, Calendar Years 1920-1936.

| Calendar Years | PASSENGER CARS |  | TRUCKS |  | Automobile parts | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Number | Value | Number | Value |  |  |
|  |  | \$ |  | \$ | \$ | $\leqslant$ |
| 1920 | 488 | 910,391 | 54 | 138,097 | 969,081 | 2,017,569 |
| 1921 | 230 | 387,033 | 24 | 70,624 | 556,554 | 1,014,211 |
| 1922 | 263 | 433,978 | 5 | 14,143 | 478,440 | 926,561 |
| 1923 | 422 | 335,746 | 16 | 30,916 | 488,645 | 855,307 |
| 1924 | 301 | 354,275 | 25 | 59,867 | 473,020 | 887,162 |
| 1925 | 328 | 421,005 | 13 | 13,852 | 605,341 | 1,040,198 |
| 1926 | 356 | 395,398 | 14 | 17,358 | 590,285 | 1,003,041 |
| 1927 | 423 | 495,455 | 15 | 15,421 | 719,402 | 1,230,678 |
| 1928 | 423 | 477,068 | 44 | 47,584 | 1,264,812 | 1,789,464 |
| 1929 | 622 | 458,746 | 49 | 55,406 | 1,327,507 | 1,841,659 |
| 1930 | 757 | 448,306 | 61 | 75,678 | 794,943 | 1,318,927 |
| 1931 | 682 | 375,009 | 44 | 78,143 | 643,743 | 1,096,895 |
| 1932 | 442 | 228,893 | 46 | 102,423 | 423,407 | 754,723 |
| 1933 | 469 | 214,597 | 28 | 39,657 | 270,347 | 524,601 |
| 1934 | 379 | 153,761 | 20 | 9,511 | 359,950 | 523,222 |
| 1935 | 281 | 124,439 | 10 | 3,407 | 348,729 | 476,575 |
| 1936 | 247 | 116,498 | 20 | 26,049 | 333,606 | 476,153 |

Table 29 - RE-EXPORTS OF AUTOMOBILES AND PARTS BY PKINCIPAL COUNTRIES, Calendar Year 1936.

|  | AUTOMOBILES |  | Automobile |  |
| :---: | :---: | :---: | :---: | :---: |
| Countries of destination | Passenger | Trucks | parts | TOTAL |


| United Kingdom | No. <br> . | 19,121 ${ }^{6}$ | 12,000 | 16,190 | 47,311 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| United States | No. | 234 | 16 |  |  |
|  | \$ | 91,477 | 13,864 | 312,118 | 417,459 |
| Other countries | No. | 7 | 1 | ... | ... |
|  | \$ | 5,900 | 185 | 5,298 | 11,383 |
| TOTAL | No. | 247 | 20 |  |  |
|  | \$ | 116,498 | 26,049 | 333,606 | 476,153 |

Table 30 - EXPORTS OF MOTOR CARS FROM PRINCIPAL MOTOR-CAR PRODUCING COUNTRIES OF THE WORLD, Calendar Years 1931 - 1936。

|  | 1931 | 1932 | 1933 | 1934 | 1935 | 1936 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |
|  | Number | Number | Number | Number | Number | Number |

## UNITED STATES -

| Passenger cars $\ldots \ldots . .80$ | 82,457 | 41,441 | 64,511 | 145,157 | 173,681 | 181,672 |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Motor trucks......... | 48,248 | 24,960 | 43,616 | 92,723 | 99,080 | 106,238 |
| Total Exports $\ldots .$. | 130,705 | 66,401 | 108,127 | 237,880 | 272,761 | 287,910 |

## CANADA -

| Passenger cars $\ldots \ldots .$. | 9,282 | 9,800 | 15,828 | 31,274 | 47,592 | 42,351 |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Motor trucks $\ldots \ldots .$. | 4,531 | 2,734 | 4,575 | 12,094 | 16,738 | 13,219 |
| Total Exports $\ldots .$. | 13,813 | 12,534 | 20,403 | 43,368 | 64,330 | 55,570 |

## FRANCE -

| Passenger cars $\ldots \ldots \ldots$ | 20,269 | 14,485 | 21,601 | 21,292 | 16,387 | 17,754 |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Motor trucks $\ldots \ldots .$. | 2,416 | 1,776 | 1,484 | 1,615 | 1,307 | 2,558 |
| Total Exports $\ldots . .0$ | 22,685 | 16,261 | 23,085 | 22,907 | 17,694 | 20,312 |

## UNITED KINGDOM -

| Passenger cars $\ldots \ldots \ldots$ | 19,032 | 32,043 | 40,956 | 43,877 | 54,260 | 64,787 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Motor trucks $\ldots \ldots . . \ldots$ | 5,610 | 8,381 | 10,683 | 13,737 | 13,633 | 16,926 |
| Total Exports $\ldots \ldots$ | 24,642 | 40,424 | 51,639 | 57,614 | 67,893 | 81,713 |

## ITALY -



## GERMANY

| Passenger cars $\ldots \ldots \ldots$ | 8,332 | 9,131 | 11,001 | 11,150 | 21,140 | 31,333 |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| Motor trucks $\ldots \ldots \ldots$ | 3,496 | 2,789 | 2,562 | 2,273 | 3,820 | 6,389 |
| Total Exports $\ldots \ldots$ | 11,928 | 11,920 | 13,563 | 13,423 | 24,960 | 37,722 |

(a) Figures are for the 9 months ended September 30th.

NOTE- In 1913 the total exports of motor cars were: United States; 26,889 cars; United Kingdom, 9,814 cars; and Canada, 6,306 cars. No statistics available in 1913 as to the number of motor cars exported from France, Germany and Italy。

Chief: H. Marshall, B.A., FoS.S.

NOTE - The retail value of sales used is the price paid by an individual purchaser at the Canadian point of manufacture and includes sales and excise taxes, charges for standard accessories, dealer's commission, etc. Freight charges from Canadian point of manufacture to point of delivery have been excluded. Duty is included in the retail value of imported cars.

Table 31 - RETAJL SALES OF NEW MOTOK VEHICLES IN CANADA BY PROVINCES, 1935 and 1936.


## PASSENGER CARS

| CANADA | 83,242 | 94,642 | +13.7 | 83,429,114 | 97,782,912 | +17.2 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Maritimes | 5,710 | 6,892 | - 20.7 | 5,655,768 | 6,990,203 | t 23.6 |
| quebec | 14,445 | 18,828 | + 30.3 | 14,685,563 | 19,941,049 | +35.8 |
| Ontario | 44,396 | 47,305 | + 6.6 | 44,762,149 | 48,984,017 | ¢ 9.4 |
| Manitoba | 4,316 | 4,396 | + 1.9 | 4,192,977 | 4,456,052 | + 6.3 |
| Saskatchewan | 3,228 | 4,182 | - 29.6 | 3,104,488 | 4,172,086 | + 34.4 |
| Alberta | 5,624 | 5,551 | - 1.3 | 5,543,855 | 5,581,834 | + 0.7 |
| British Columbia | 5,523 | 7,488 | +35.6 | 5,484,314 | 7,657,671 | + 39.6 |

## TRUCKS AND BUSES

| CANADA | 18,219 | 21.117 | +15.9 | $18,313,335$ | $22,266,385$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Maritimes | 2,019 | 2,609 | 729.2 | 1,989,635 | 2,692,373 | 735.3 |
| Quebec | 3,278 | 3,905 | +19.1 | 3,453,717 | 4,406,243 | +27.6 |
| Ontario | 7,448 | 8,307 | $\not \subset 11.5$ | 7,484,051 | 8,672,968 | ¢ 15.9 |
| Manitoba | 1,369 | 1,497 | + 9.3 | 1,273,408 | 1,443,198 | f 13.3 |
| Saskatchewan | 807 | 1,105 | + 36.9 | 746,471 | 1,051,850 | +40.9 |
| Alberta | 1,563 | 1,693 | + 8.3 | 1,497,981 | 1,671,753 | +11.6 |
| British Columbia | 1,735 | 2,001 | $\not \subset 15.3$ | 1,868,072. | 2,328,000 | +24.6 |

## TOTAL VEHICLES

| CANADA | 101,461 | 115,759 | f 14.1 | 101,742,449 | $120,049,297$ | +18.0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Waritimes | 7,729 | 9,501 | ¢22.9 | 7,645,403 | 9,682,576 | + 26.6 |
| quebec | 17,723 | 22,733 | +28.3 | 18,139,280 | 24,347,292 | f 34.2 |
| Ontario | 51,844 | 55,612 | + 7.3 | 52,246,200 | 57,656,985 | +10.4 |
| Manitoba | 5,685 | 5,893 | $t 3.7$ | 5,466,385 | 5,899,250 | + 7.9 |
| Saskatchewan | 4,035 | 5,287 | $\pm 31.0$ | 3,850,959 | 5,223,936 | + 35.7 |
| Alberta | 7,187 | 7,244 | + 0.8 | 7,041,836 | 7,253,587 | ¢ 3.0 |
| British Columbia | 7,258 | 9,489 | -30.7 | 7,352,386 | 9,985,671 | +35.8 |

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Table 32 - RFTAIL SALES OF NEF MOTOR VEHICLES, by Months, 1935 and 1936.

| Month | Number of Vehicles |  |  | Retail Value |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1935 | 1936 | $\begin{aligned} & \text { of change, } \\ & 1936 / 1935 \end{aligned}$ | 1935 | 1936 | \% change, 1936/1935 |

Passenger Cars

| Totals | 83,242 | 94,642 | t 13.7 | 83,429,114 | 97,782,912 | 717.2 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January | 2,857 | 4,747 | ¢ 66.2 | 2,868,956 | 4,831,962 | +68.4 |
| February | 5.978 | 4,311 | - 27.9 | 5,999,505 | 4,477,517 | - 25.4 |
| March | 9,244 | 9,490 | $f 2.7$ | 9,287,801 | 9,803,704 | + 5.6 |
| April | 15,401 | 17,380 | +12.8 | 15,191,248 | 17,756,312 | $f 16.9$ |
| May | 13,858 | 15,930 | +15.0 | 13,495,025 | 16,216,261 | $+20.2$ |
| June | 9,698 | 10,007 | f 3.2 | 9,682,678 | 10,295,557 | $\nrightarrow 6.3$ |
| July | 6,265 | 6,596 | $\not \subset 5.3$ | 6,282,368 | 6,726,617 | $\nrightarrow 7.1$ |
| August | 3,950 | 4,396 | $\nrightarrow 11.3$ | 4,068,147 | 4,560,078 | +12.1 |
| September | 2,593 | 3,123 | + 20.4 | 2,818,069 | 3,370,382 | +19.6 |
| October | 2,953 | 3,611 | $\not \subset 22.3$ | 3,255,459 | 4,002,136 | f 22.9 |
| November | 5,201 | 5,438 | $t 4.6$ | 5,329,638 | 5,840,843 | $\not$ t 9.6 |
| December | 5,244 | 9,613 | $\underline{+83.3}$ | $5,150,220$ | 9,901,543 | $+92.3$ |


| Totals | 18,219 | 21,117 | $t 15.9$ | 18,313,335 | 22,266,385 | $\pm 21.6$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January | 615 | 869 | 741.3 | 680,722 | 894,934 | 731.5 |
| February | 1,253 | 1,162 | - 7.3 | 1,255,646 | 1,204,977 | - 4.0 |
| March. | 1,717 | 2,206 | +28.5 | 1,608,632 | 2,338,669 | + 45.4 |
| April | 2,766 | 3,465 | f 25.3 | 2,773,905 | 3,404,878 | + 22.7 |
| May | 2,717 | 3,297 | $f 21.3$ | 2,843,865 | 3,277,875 | $\nrightarrow 15.3$ |
| June | 2,042 | 2,516 | +23.2 | $1,898,613$ | 2,872,067 | $\not \subset 51.3$ |
| July | 1,619 | 1,690 | $f 4.4$ | 1,676,105 | 1,791,982 | + 6.9 |
| Aupust. | 1,415 | 1,541 | t 8.9 | 1,428,766 | 1,686,022 | f 18.0 |
| September | 1,436 | 1,470 | f 2.4 | 1,486,471 | 1,536,981 | $\not+3.4$ |
| October | 983 | 1,162 | +18.2 | 966,878 | 1,347,427 | + 39.4 |
| November | 814 | 670 | - 17.7 | 798,974 | 766,472 | - 4.1 |
| December | 842 | 1,269 | $\pm 27.0$ | 894,758 | $1,144,101$ | $\pm 27.9$ |

Total Vehicles

| Totals | 101,461 | 115,759 | f 14.1 | 101,742,449 | 120, 049,297 | 18.0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January | 3,472 | 5,616 | f61.8 | 3,549,678 | 5,726,896 | 761.3 |
| February | 7,231 | 5,473 | -24.3 | 7,255,151 | 5,682,494 | -21.7 |
| March | 10,961 | 11,696 | 16.7 | 10,896,433 | 12,142, 373 | t 11.4 |
| April | 18,167 | 20,845 | $f 14.7$ | 17,965,153 | 21,161,190 | + 17.8 |
| Mey | 16,575 | 19,227 | +16.0 | 16,338,890 | 19,494,136 | +19.3 |
| June | 11,740 | 12,523 | $\not+6.7$ | 11,581,291 | 13,167,624 | +13.7 |
| July | 7,884 | 8,286 | $\nrightarrow 5.1$ | 7,958,473 | 8,518,599 | $\nrightarrow 7.0$ |
| August | 5,365 | 5,937 | $\nmid 10.7$ | 5,496,913 | 6,246,100 | \& 13.6 |
| September | 4,029 | 4,593 | t 14.0 | 4,304,540 | 4,907, 363 | f 24.0 |
| October | 3,936 | 4,773 | + 21.3 | 4,222,337 | 5,349,563 | $t 26.7$ |
| November | 6,015 | 6,108 | 11.5 | 6,128,612 | 6,607,315 | + 7.8 |
| December ... | 6,086 | 10,682 | +75.5 | $6,044,978$ | 11,045,644 | t.82.7 |

Table 33 - FINANCING OF SALES OF NEM AN1 USHD MOTOR VEHICLES, 1929-1936.

| Years | Total, New and Used Vehicles |  |  | New Vehicles |  |  | Used Vehicles |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Number | AveraceperAmount vehicle |  | Averace per vehicle |  |  | Average per vehicle |  |  |
| 1929 | 164,131 | $88,165,531$ | 537 | 71,582 | $48,104,523$ | 67\% | 92,549 | $40,061,008$ | 433 |
| 1930 | 128,314 | $62,978,174$ | 491 | 47,961 | 28,610,731 | 597 | 80,353 | 34,367,443 | 428 |
| 1931 | 98,623 | 41,941,254 | 425 | 33,988 | 20,869,547 | 614 | 64,635 | 21,071,707 | 326 |
| 1932 | 69,291 | 25,864, 373 | 373 | 21,293 | 12,741,179 | 598 | 47,998 | $13,123,694$ | 273 |
| 1933 | 54,238 | 20,158,788 | 372 | 15,880 | 10,030,368 | 632 | 38,358 | 10,123,420 | 264 |
| 1934 | 76,170 | 30,091,463 | 395 | 23,264 | 16,364,735 | 703 | 52,906 | 13,726,728 | 259 |
| 1935 | 100,178 | 40,342,264 | 403 | 31,950 | 22,410,656 | 701 | 68,228 | 17,931,608 | 261 |
| 1936 | 137,514 | 54,859,812 | 399 | 42,863 | 29,887,861 | 697 | 94,651 | 24,971,951 | 264 |

Table 34 - Financing of Motor Vehicle Sales in Canada, by Months, 1935 and 1936.


Used Vehicles

| Totals ... | 68,228 | $94 \times 651$ | 138.7 | 17,840,865 | 24,971,951 | 740.0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January . | 1,844 | 3,521 | 790.9 | 513,076 | 1,016,336 | 7.98.1 |
| February | 2,657 | 3,434 | + 29.2 | 757,258 | 960,796 | +26.9 |
| March | 4,645 | 6,484 | f 39.6 | 1,223,575 | 1,770,044 | +44.7 |
| April | 7,970 | 10,825 | +35.8 | 2,123,201 | 2,897,812 | $\uparrow$ + 6.5 |
| May | 9,448 | 13,902 | +47.1 | 2,478,268 | 3,680,981 | $\uparrow 48.5$ |
| June | 8,959 | 13,448 | \& 50.1 | 2,286,465 | 3,467,078 | $\nleftarrow 51.6$ |
| July | 8,424 | 10,349 | f. 22.9 | 2,109,499 | 2,696,934 | $1+27.8$ |
| August | 6,710 | 8,312 | 1.23.9 | 1,712,378 | 2,129,292 | $\not+24.3$ |
| September | 5,324 | 7,640 | +43.5 | 1,377,752 | 1,939,819 | +40.8 |
| octuber | 4,843 | 6,752 | + 39.4 | 1,266,777 | 1,749,543 | 7.38.1 |
| November | 4,062 | 4,945 | +21.7 | 1,050,592 | 1,309,686 | + 2.4 .7 |
| December | 3,342 | 5,039 | +50.8 | 942,024 | 1,353,640 | +43.7 |

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Table 34 - Financing of Motor Vehicle Sales in Canada, by Months, 1935 and 1936(concl ${ }^{1}$ d) Number of Vehicles

| Months | 1935 | 1936 | of change, | 1935 | 1936 | $\begin{aligned} & \text { \% change } \\ & 1936 / 1935 \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |

Total - New and Used Vehicles

| Totals | 100,178 | 137,514 | t 37.3 | 40,251,521 | 54,859,812 | 136.3 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January .... | 2,729 | 5,045 | 784.9 | 1,164,348 | 2,070,338 | 777.8 |
| February | 4,249 | 4,989 | +17.4 | 1,393,461 | 2,063,317 | ¢ 9.0 |
| March .. | 7,185 | 9,656 | ¢ 34.4 | 2,980,542 | 3,962,048 | + 32.9 |
| Adril | 12,749 | 17,156 | ¢ 34.6 | 5,373,447 | 7,165,175 | + 33.3 |
| May | 14,736 | 21,172 | + 43.7 | 6,146,993 | 8,641,472 | + 40.6 |
| June | 12,821 | 19,063 | +43.7 | 4,955,638 | 7,447,606 | $\nrightarrow 50.3$ |
| July | 11,965 | 14,642 | $\nmid 22.4$ | 4,641,442 | 5,771,574 | +24.3 |
| August | 9,081 | 11,399 | $t 25.5$ | 3,404,783 | 4,345,987 | + 27.6 |
| September | 7,285 | 10,312 | + 41.6 | 2,806,068 | 3,862,339 | + 37.6 |
| October | 6,323 | 8,849 | / 39.9 | 2,363,714 | 3,292,867 | $\dagger 39.3$ |
| November | 5,849 | 6,960 | ¢ 19.0 | 2,293,405 | 2,769,329 | + 20.8 |
| December | 5,206 | 8,271 | + 58.9 | 2,227,680 | 3,467,760 | +55.7 |

Table 35 - Comparison of Sales and Fintancing of Sales of New Motor Vehicles in Canada,

(1)

| 1930 | (X) | 122,165,000 | 47,961 | (X) | 28,610,731 | 23.4 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1931 | (X) | (X) | 33,988 | (X) | 20,869,547 | (X) |
| 1932 | 45,870 | 45,260,742 | 21,293 | 46.4 | 12,741,179 | 28.2 |
| 1933 | 45,332 | 45,450,230 | 15,880 | 35.0 | 10,030,368 | 22.1 |
| 1934 | 73,358 | 75,785,461 | 23,264 | 31.7 | 16,364,735 | 21.6 |
| 1935 | 101,461 | 101,742,449 | 31,950 | 31.5 | 22,410,656 | 22.0 |
| 1936 | 115,759 | 120,049, 297 | 42,863 | 37.0 | 29,837,861 | 24 |

(1) Computed from results of Census of Merchandising Establishments.
(X) Figures not available。

Table 36 - Comparison of Sales and Financing of Sales of New Motor Vehicles in Canada, by Provinces, 1936.


## D - REGISTRATIONS, REVENUES, GASOLINE SALES, HIGHNAYS.

Compiled in the TRANSPORTATION AND PUBLIC UTILITIES BRANCH.
Chief - G. S. Wrong, BoSc.

Table 37 - REGISTRATIONS OF MOTOF VEHICLES IN CANADA, 1904-1936. Passenger Commercial Motor


| 1904 |  |  |  | ... | 535 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1905 | ................. |  |  |  | 565 |
| 1906 |  |  |  |  | 1,447 |
| 1907 |  |  |  |  | 2,148 |
| 1908 | ................ |  |  |  | 3,054 |
| 1909 |  |  | ... |  | 4,809 |
| 1910 |  |  |  |  | 9,158 |
| 1911 | ................ |  |  |  | 21,783 |
| 1912 |  |  | ... | ... | 36,429 |
| 1913 |  |  |  |  | 54,380 |
| 1914 | ....... |  |  |  | 74,246 |
| 1915 |  |  |  | . . . | 95,284 |
| 1916 | . . . . . . . . . . . |  | ... | ... | 128,328 |
| 1917 | .... |  | ... | ... | 203,502 |
| 1918 | . . . . . . . . . . . . | ... | ... |  | 276,893 |
| 1919 |  |  |  | ... | 342,433 |
| 1920 | . . . . . . . . . . . . . |  | -.. | ... | 408,790 |
| 1921 |  |  |  |  | 464,805 |
| 1922 |  |  |  |  | 509,382 |
| 1923 | . ............. | 513,075 | 54,564 | 8,346 | 575,985 |
| 1924 |  | 573,204 | 64,003 | 8,056 | 645,263 |
| 1925 |  | 641,186 | 74,938 | 7,924 | 724,048 |
| 1926 |  | 736,729 | 88,019 | 7,520 | 832,268 |
| 1927 |  | 830,001 | 102,088 | 7,562 | 939,651 |
| 1928 |  | 930,619 | 130,827 | 7,897 | 1,069,343 |
| 1929 |  | 1,022,654 | 155,820 | 8,857 | 1,187,331 |
| 1930 |  | 1,055,514 | 167,548 | 9,427 | 1,232,489 |
| 1931 |  | 1,023,923 | 167,097 | 9,648 | 1,200,668 |
| 1932 |  | 945,073 | 159,041 | 9,419 | 1,113,533 |
| 1933 |  | 917,008 | 156,170 | 10,000 | 1,083,178 |
| 1934 |  | 952,427 | 166,799 | 10,306 | 1,129,532 |
| 1935 |  | 989,754 | 175,888 | 10,484 | 1,176,126 |
| 1936 | .... (x) | 1,041,529 | 187,770 | 10,825 | 1,240,124 |

NOTE - Livery and taxi-cabs included with passenger cars. Buses, convertible cars, road tractors, ambulances, etc., included with commercial vehicles.
(x) 1936 data are subject to revision.

Table 38 ... REGISTRATIONS OF MOTOR VEHICLES IN CANADA, EY PROVINCES, 1932 - 1936.

| Provinces | 1932 | 1933 | 1934 | 1935 | 1936 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Number | Number | Number | Number | Number |
| Prince Edward Island ... | 6,982 | 6,940 | 7,206 | 8,231 | 7,632 |
| Nova Scotia | 41,155 | 40,443 | 41,932 | 43,952 | 46,179 |
| New Brunswick | 28,044 | 26,842 | 29,094 | 31,227 | 33,402 |
| Quebec | 165,730 | 160,012 | 165,526 | 170,644 | 181,628 |
| Ontario | 531,597 | 520,353 | 542,245 | 564,076 | 590,226 |
| Manitoba | 71,570 | 68,740 | 70,430 | 70,660 | 74,940 |
| Saskatchewan | 91,275 | 84,734 | 91,461 | 94,792 | 102,270 |
| Alberta | 86,878 | 86,110 | 89,369 | 93,870 | 97,468 |
| British Columbia | 91,042 | 88,554 | 92,021 | 98,411 | 106,079 |
| Yukon | 232 | 229 | 248 | 263 | 300 |
| CANADA $\ldots$ | 114,503 | 082,951 | 129,532 | 176,126 | 240, 124 |

Table 39 - REGISTRATIONS OF MOTOR VEHICLES IN CANADA, BY TYPES, 1936.


| Prince Edward Island ... | 6,746 | (x) | 852 | 13 | 21 | 0 | 7,632 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Nova Scotia | 37,478 | (x) | 8,338 | 67 | 296 |  | 46,179 |
| New Brunswick | 27,731 | (x) | 5,288 | 88 | 176 | 119 | 33,402 |
| Quebec | 143,035 | 5,339 | 30,075 | 563 | 2,498 | 118 | 181,628 |
| Ontario | 514,211 | (x) | 70,693 | 769 | 4,553 | -0. | 590,226 |
| Manitoba | 61,380 | 350 | 12,380 | 170 | 660 |  | 74,940 |
| Saskatchewan | 81,230 | 289 | 20,220 | 87 | 444 | 000 | 102,270 |
| Alberta | 79,185 | 353 | 17,310 | 91 | 529 |  | 97,468 |
| British Columbia | 84,062 | (x) | 19,524 | 304 | 1,635 | 554 | 106,079 |
| Yukon | 140 | (x) | 118 | , | 13 | 27 | 300 |
| CANADA | ,035,198 | 6,331 | 184,798 | 2,154 | 10,825 | 818 | 1,240,124 |

(x) Included with passenger automobiles.

Table 40 - REVENUES FROM MOTOR VEHICLE REGISTRATIONS, BY PROVINCES, 1933 = 1936.
Provinces
1933
1934
1935
1936

| Prince Edward Island | $95,288$ | $101,228$ | $103,751$ | $111,891$ |
| :---: | :---: | :---: | :---: | :---: |
| Nova Scotia........ | I, 055,940 | 1,014,075 | 1,016,445 | 1,247,836 |
| New Brunswick | 758,397 | 772,714 | 846,699 | 894,497 |
| Quebec | 5,091,907 | 5,277,983 | 5, 552,725 | 5,947,623 |
| Ontario | 7,640,765 | 8,290,124 | 9,383,553 | 10,874,171 |
| Manitoba | 883,236 | 963,513 | 915,956 | 929,500 |
| Saskatchewan | 1,480,066 | 1,430,175 | 1,482,366 | 1,475,940 |
| Alberta | 1,609,741 | 1,690,340 | 1,566,109 | 1,722,964 |
| British Columbia | 1,958,633 | 2,025,046 | 2,220,572 | 2,425,232 |
| Yukon | 2,425 | 2,632 | 2,802 | 3,189 |
| CAVADA | 20,576,392 | 21,567,830 | 23,090,978 | 25,632,843 |

Table 41 - REVENUES FROM MOTOR VEHICLE RFGISTRATIONS, BY CLASOHD, 1950 - 1930.

| Passenger automobiles | $12,442,356$ | $12,656,395$ | $13,273,054$ | $14,786,901$ |
| :---: | :---: | :---: | :---: | :---: |
| Motor trucks ..................................) |  | 5,123,958 | 5,466,142 | 6,613,937 |
| Motor trucks, convertible ...................) | 8 | 27,561 | 15,801 | 17,639 |
| Motor buses | 154,642 | 109,678 | 152,883 | 168,810 |
| Taxicabs | 135,688 | 131,957 | 134,015 | 168,321 |
| All other motor vehicles | 7,831 | 73,352 | 24,824 | 5,888 |
| Motor cycles | 39,854 | 34,252 | 33,894 | 38,843 |
| Trailers | 188,789 | 215,517 | 290,306 | 369,947 |
| Chauffeurs' licenses | 490,796 | 496,596 | 544,376 | 617,444 |
| Drivers' licenses ...................................... |  | 1,588,170 | 1,689,111) |  |
| Beginners ${ }^{\text {a }}$ or temporary drivers' licenses..) | 1,552,371 | 39,397 | 43,641) | 1,984,685 |
| Dealers' licenses | 80,319 | 83,055 | 92,746 | 122,022 |
| Duplicate licenses, badges, etc. | 11,198 | 10,642 | 10,866 | 11,138 |
| Transfer of motor vehicles | 208,245 | 237,045 | 251,924 | 383,256 |
| Gasoline and service stations | 21,949 | 19,886 | 25,489 | 39,887 |
| Garage licenses | 59,850 | 54,228 | 60,696 | 22,341 |
| Mileage tax on public tracks and trailers | 208,127 | 324,631 | (a) | (a) |
| Mileage tax on public buses and taxis | 154,616 | 160,683 | (a) | (a) |
| Miscellaneous | 153,563 | 180,82? | 983,210 | 281,784 |
| TOTAL | 20,576,392 | 21,567,830 | 23,090,978 | 25,632,843 |

(a) Not available.
$20,576,392 \quad 21,567,830 \quad 23,090,978 \quad 25,632,843$

Table 42 - GROSS SALES OF GASOLINE IN CANADA, BY PROVINCES, 1932 - 1936. (Gross Sales - IMPERIAL GALLONS Sold for all Purposes)

| Provinces | 1932 | 1933 | 1934 | 1935 | 936 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Prince Edmard Island | 2,692,351 | 2,518,812 | 2,639,856 | 2,832,750 | 3,088,910 |
| Nova Scotia | 19,021,209 | 18,634,875 | 20,016,109 | 22,274,254 | 25,247,957 |
| New Brunswick | 13,671,394 | 12,574,097 | 13,640,325 | 15,185,003 | 17,477,029 |
| Quebec | 91,128,040 | 87,077,418 | 93,511,483 | 102,177,506 | 109,835,482 |
| Ontario | 233,945,231 | 228,415,717 | 252,976,407 | 272,680,687 | 282,827,724 |
| Manitoba | 26,185,160 | 24,895,531 | 27,694,263 | 28,482,662 | 30,581,967 |
| Saskatchewan | 33,635,929 | 31,837,173 | 36,784,519 | 39,166,282 | 45,966,233 |
| Alberta | 41,300,236 | 40,323,781 | 45,194,297 | 47,442,690 | 60,387,814 |
| British Columbia | 39,458,159 | 38,689,475 | 42,337,785 | 43,410,411 | 48,731,688 |
| TOTAL GROSS SALES | 501,037,709 | 484,966,879 | 534,795,044 | 573,652,245 | 624,144,804 |
| RFFUNDS | 62,281,861 | $63,244,154$ | 57,868,513 | $73,214,746$ | 91,260,543 |
| TOTAL NET SALES | 438,755,848 | 421,722,725 | $476,926,531$ | 500,437,499 | 532,884,261 |

Table 43 - GROSS SALES OF GASOLINF IN CANADA, BY MONTHS, 1932-1936.
(Gross Sales - IMPFRIAL GALLONS Sold for all Purposes)

| Months | 1932 | 1933 | 1934 | 1935 | 1936 |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| January $\ldots \ldots \ldots \ldots$ | $25,193,893$ | $27,384,021$ | $24,300,057$ | $26,414,564$ | $27,730,471$ |
| February $\ldots \ldots \ldots$ | $26,742,284$ | $22,441,414$ | $22,197,254$ | $24,057,501$ | $23,879,570$ |
| March $\ldots \ldots \ldots \ldots$ | $26,695,250$ | $26,294,104$ | $26,160,700$ | $28,184,610$ | $28,417,262$ |
| April $\ldots \ldots \ldots \ldots$ | $35,165,374$ | $30,597,785$ | $35,443,657$ | $39,051,628$ | $41,869,043$ |
| May $\ldots \ldots \ldots \ldots$ | $47,013,144$ | $43,095,468$ | $46,311,499$ | $50,770,270$ | $57,754,193$ |
| June $\ldots \ldots \ldots \ldots$ | $50,996,451$ | $48,993,519$ | $53,590,880$ | $59,183,547$ | $65,618,337$ |
| July $\ldots \ldots \ldots \ldots$ | $51,519,110$ | $56,593,594$ | $61,880,074$ | $67,158,612$ | $70,397,324$ |
| August $\ldots \ldots \ldots$ | $61,445,860$ | $61,942,393$ | $63,316,327$ | $64,427,729$ | $75,457,062$ |
| September $\ldots \ldots \ldots$ | $63,507,468$ | $60,484,940$ | $63,569,055$ | $70,585,456$ | $74,488,008$ |
| October $\ldots \ldots \ldots$ | $43,373,998$ | $43,391,628$ | $56,461,839$ | $59,638,499$ | $64,365,781$ |
| November $\ldots \ldots \ldots$ | $40,218,080$ | $35,560,468$ | $46,855,910$ | $47,022,193$ | $51,366,973$ |
| December $\ldots \ldots \ldots$ | $29,161,797$ | $28,187,545$ | $34,797,792$ | $37,157,636$ | $42,800,780$ |
| TOTAL $\ldots \ldots$ | $501,037,709$ | $484,966,879$ | $534,795,044$ | $573,652,245$ | $624,144,804$ |

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Table 44 - NET SALES OF GASOLINE IN CANADA, BY PROVINCES, 1932-1936。
(Net Sales - Gallons sold on which no refunds have been granted, chiefly for motor vehicles).

| Provinces | 1932 | 1933 | 1934 | 1935 | 193 |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | (Imperial Gallons) |  |  |  |  |
| Prince Edward Island | 2,263,023 | 2,101,204 | 2,201,905 | 2,104,901 | 2,484,445 |
| Nova Scotia | 16,365,564 | 15,843,685 | 17,190,498 | 19,526,958 | 22,322,829 |
| New Brunswick | 12,960,471 | 11,062,961 | 11,741,220 | 13,053,657 | 15,042,044 |
| Quebec | 84,651,891 | 80,511,245 | 88,223,973 | 94,251,686 | 103,662,080 |
| Ontario | 217,593,086 | 214,397,088 | 239,500,357 | 255,632,086 | 260,721,064 |
| Manitoba | 21,517,430 | 21,824,425 | 25,999,205 | 26,531,210 | 28,598,333 |
| Saskatchewan | 21,998,369 | 19,241,325 | 27,015,504 | 25,210,670 | 29,308,886 |
| Alberta. | 30,220,478 | 27,277,911 | 32,525,148 | 30,261,287 | 32,861,958 |
| British Columbia | 31,295,539 | 29,462,881 | 32,528,721 | 33,865,044 | 37,882, 622 |
| CANADA | 438,755,848 | 421,722,725 | 476,926,531 | 500,437,499 | 532,884,261 |

Table 45 - GROSS MONTHLY SALES OF GASOLINE IN CANADA, BY MONTHS, 1936, and TOTAL FOR 1935. (in thousands of gallons)

| Month | $\begin{aligned} & \mathrm{P}_{0} \\ & \mathrm{E}_{0} \\ & \mathrm{I}_{\mathrm{o}} \end{aligned}$ | N.S. | N.B. | Quebec | Ontario | $\begin{aligned} & \text { Mani- } \\ & \text { toba } \end{aligned}$ | Sas-katchewan | Alberta | British Columhia | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January | 26 | 932 | 381 | 4,762 | 14,396 | 1,285 | 825 | 2,036 | 3,087 | 27,730 |
| February | 29 | 648 | 371 | 3,893 | 13,002 | 1,121 | 645 | 1,543 | 2,628 | 23,880 |
| March | 60 | 953 | 525 | 4,746 | 15,023 | 1,147 | 764 | 2,157 | 3,042 | 28,417 |
| April | 177 | 1,854 | 1,071 | 7,567 | 20,899 | 1,585 | 1,969 | 3,178 | 3,569 | 41,869 |
| May | 334 | 2,363 | 1,503 | 10,175 | 24,946 | 2,521 | 5,228 | 6,600 | 4,084 | 57,754 |
| June | 406 | 2,739 | 1,918 | 12,135 | 28,590 | 3,252 | 5,144 | 6,861 | 4,574 | 65,613 |
| July | 403 | 3,178 | 2,311 | 13,211 | 31,684 | 3,588 | 5,211 | 5,659 | 5,252 | 70, 397 |
| Auglast | 443 | 3,232 | 2,433 | 13,770 | 32,503 | 3,956 | 6,786 | 6,991 | 5,343 | 75,457 |
| September | 390 | 2,757 | 2,341 | 12,752 | 30,590 | 3,929 | 8,125 | 8,750 | 4,854 | 74,488 |
| October | 369 | 2,691 | 2,133 | 11,399 | 27,617 | 3,465 | 5,495 | 6,699 | 4,438 | 64,366 |
| November | 255 | 2,083 | 1,518 | 9,206 | 23,148 | 2,479 | 3,448 |  | 3,976 | 51,367 |
| December | 197 | 1,818 | 972 | 6,319 | 20,430 | 2,254 | 2,326 | 4,660 | 3,825 | 42,801 |

TOTAL FOR
$1936 \ldots . .3,089 \quad 25,24817,477109,835282,828 \quad 30,582,45,966 \quad 60,38848,732 \quad 624,145$
TכTAI, FOR
$1935 \ldots .2,832 \quad 22,27415,185102,178 \quad 272,681 \quad 28,483 \quad 69,16647,44343,410 \quad 573,652$
Table 46 - REVENUES FROM GASOLINE TAXES, BY PROVINCES, 1933 - 1936.

| Provinces | 1933 | 1934 | 1935 | (x) 936 |
| :--- | :--- | :--- | :--- | :--- | :--- |


| Primee Edward Island | $\begin{gathered} \$ \\ 166.831 \end{gathered}$ | $\begin{gathered} \$ \\ 174,485 \end{gathered}$ | $178,687$ | $200,854$ |
| :---: | :---: | :---: | :---: | :---: |
| Nova : Scotia ........ | 933,571 | 1,303,046 | 1,422,542 | 1,760,209 |
| New Brunswick | 865,790 | 852,199 | 1,006,421 | 1,149,129 |
| Quenec | 4,952,764 | 5,127,448 | 5,666,442 | 6,272,064 |
| Ontario | 12,852,577 | 13,828,051 | 15,021,394 | 16,049,857 |
| Manitobe | 1,643,600 | 1,770,900 | 1,795,920 | 2,051,200 |
| Saskatcheran | 1,289,989 | 1,715,053 | 1,862,300 | 1,951,834 |
| Alberta | 1,739,240 | 1,960,349 | 2,048,272 | 2,380,088 |
| British Columbia | 2,023,403 | 2,323,322 | 2,530,087 | 2,717,201 |
| CANADA | 26,467,765 | 29,054,853 | 31,532,645 | 34,532,436 |

(x) 1936 data are subject to revision.

Table 47 - DATES WHEN GASOLINE ACTS BECAME EFFECTIVE AND RATES OF TAX.

| Provinces | Dates gasoline tax rates became effective | Rates per gallon(x) |
| :---: | :---: | :---: |
|  |  | cents |
| Prince Edward Island | May 1, 1324 | 2 |
|  | March 31, 1326 | 3 |
|  | May 1, 1928 | 5 |
|  | May 2, 1932 | 6 |
|  | April 15, 1933 | 8 |
|  | April 23, 1937 | 10 |
| Nova Scotia | March 15, 1926 | 3 |
|  | March 11, 1927 | 5 |
|  | April 1, 1932 | 6 |
|  | May 1, 1934 | 8 |
| New Brunswick | April 30, 1926 | 3 |
|  | December 1, 1928 | 5 |
|  | April 1, 1932 | 7 |
|  | April 1, 1934 | 8 |
| Quebec | April 1, 1924 | 2 |
|  | April 1, 1925 | 3 |
|  |  | $5$ |
|  | December 17, 1931 | $6$ |
| Ontario . | May 11, 1925 | 3 |
|  | March 27, 1929 | 5 |
|  | March 25, 1932 | 6 |
| Manitoba | April 27, 1923 | 1 |
|  | March 5, 1925 | 3 |
|  | $\text { April } 14,1930$ | 5 |
|  | May 7, 1932 | 7 (refund 5 cents) |
| Saskatchewan | May 1, 1928 | 3 |
|  | $\text { April 1, } 1930$ | 5 ( 50 |
|  | May 1, 1932 | 6 (refund 5 cents) ( $t$ ) |
|  | April 1, 1935 | 7 (refund 7 cents) |
| Alberta | April 30, 1922 |  |
|  | June 1, 1929 | 5 (refund 4 cents) |
|  | $\text { April 1, } 1933$ | 6 (refund 5 cents) |
|  | April 1, 1935 | 7 (refund 6 cents) |
| British Columbia | December 21, 1923 | 3 |
|  | March 25, 1930 | 5 (refund 5 cents) |
|  | April 18, 1932 | 7 (refund 6 cents) |

(x) When gasoline is used by farm tractors, fishing boats and for other stipulated uses, the total tax paid is refunded except in the western provinces where only a portion is refunded, as noted.
(f) Effective January 1, 1933.

Table 48 - FOREIGN AUTOROBILES IMPOFTED INTD CANADA FOK TOURING PURPOSES


Table 50 - HIGHWAY MILEAGE OPEN FOR TRAFFIC, 1935.
All Roads (Provincial and Municipal). CANADA

Asphalt ................................................................................... 492
Bituminous concrete - Road mix ............................. 1,069
Bituminous concrete - Plant mix ...................................................................
Bituminous macadam ...........................................................................................

Wood block - brick - granite block ................................

Oil-treated gravel or crushed stone ....................... 3, 324

Other surface .................................................................................................. 216



Table 51 - EXPENDITURES ON HICHWAIS, 1935.

| $\frac{\text { Roads in Paris) }}{\text { - }}$ | \$ |
| :---: | :---: |
| waintenance repairs and minor improvements | 14,479,827 |
| Major improvements - widening, etc. | 2,731,209 |
| New construction | 31,283,149 |
| Cleaning, snow clearing, sanding, etc. | 610,310 |
| Administration and general expenses | 2,698,878 |
| Total | 51,803,373 |
| Bringes and Ferries - |  |
| Maintenance and minor improvements | 1,794,426 |
| Major improvements | 532,346 |
| New construction | 4,661,887 |
| Cleaning, snow removal, sanding, etc. Administration and general expenses . | $39,704$ |
| Total | 7,028,363 |
| Footpaths and sidewalks | 21,646 |
| Total Provincial | 55,430,151 |
| Total Dominion Government | 3,423,231 |
| Total (Dominion and Provincial) | 58,853,382 |
| Thunicipal Expenditures | $8,049,606$ |
| GRAND TOTAL | 66,902,988 |

Collectable by Provincial Governments from:
Dominion Government
6,669,079
Townships - Parishes
452,937
Other sources
Total
143,747
Bridge, Ferry and Road Tolls Collected
7,265,763
454,347

Tabie 52 - DEATHS FROM MOTOR VEHICLE ACCIDENTS, 1930 - 1935.

| Provinces | 1930 | 1931 | 1932 | 1933 | 1934 | 1935 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |


| Prince Edward Island | 10 | 5 | 1 | 2 | 5 | 2 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Nova Scotia .......... | 54 | 49 | 51 | 47 | 37 | 57 |
| New Brunswick | 72 | 45 | 49 | 22 | 52 | 40 |
| Quebec | 338 | 355 | 311 | 256 | 274 | 314 |
| Ontario | 517 | 574 | 497 | 416 | 527 | 571 |
| Manitoba | 60 | 60 | 42 | 38 | 41 | 53 |
| Saskatchewan | 51 | 50 | 35 | 32 | 30 | 40 |
| Alberta | 77 | 67 | 49 | 64 | 61 | 45 |
| British Columbia | 111 | 111 | 85 | 78 | 81 | 102 |
| CANADA | 1,290 | 1,316 | 1,120 | 955 | 1,108 | 1,224 |

