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MINING, METALLURGICAL \& CHEMICAL STATISTICS

THE AUTOMOBILE MANUFACTURING INDUSTRY

IN

CANADA

1946
$\qquad$

OTTAWA
1947

Dominion Statistician:
Director - Division of Census of Industry and Merchandising: Chier - Mining, Metallurgical and Chemical Statistics:

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THE AUTOMOBILE MANUFACTURING INDUSTRY, 1946

Production from automobile manufacturing plants in Canada declined 15 per cent in 1946 to $\$ 193,439,688$ compared with $\$ 228,695,109$ in 1945 . Output included passenger cars, trucks, special wheeled vehicles for military purposes, repair parts for motor vehicles, and other special war work done in the automobile plants.

Only nine establishments were in operation in this industry in 1946. The average number of employees was 21,647, and salaries and wages for the year totalled $\$ 45,968,772$. The cost of materials for manufacturing or assembling was $\$ 135,556,183$ and expenditures for fuel and electricity amounted to $\$ 1,969,064$.

Production of passenger automobiles in 1946 totalled 91,871 units valued at $\$ 82,847,330$ and the output of trucks and buses amounted to 79,657 in number and $\$ 81,204,338$ in value, an increase of 29 per cent in quantity and a decrease of 3 per cent in value from the 1945 totals. Only 104,819 units, or 61 per cent of the number of vehicles made in 1946 were for sale in Canada, and 66,709 units or 39 per cent were intended for export.

Actual exports of Canadian-made motor vehicles during 1946 totalled 68,11l units valued at $\$ 57,193,771$ and imports amounted to 22,24 ? units worth $\$ 31,702,214$. Exports of Canadian-made auto parts were appraised at $\$ 21,110,039$ and imports were valued at $\$ 67,563,246$.

Table 1 - PRODUCTION(1) OF AUTOMOBILES, SUBDIVIDED BETWEEN PASSENGER CARS AND TRUCKS, 1930 - 1946

| Year | Passenger Cars |  | Trucks |  | Total |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Number | elling value at works | Number | Selling value at works | Number | Selling value (2) at works |
|  |  | \$ |  | \$ |  | \$ |
| 1930 | 121,337 | 75,253,581 | 32,035 | 16,513,225 | 153,372 | 91,766,806 |
| 1931 | 65,072 | 4?,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 |
| 1935 | 128,369 | 76,814,258 | 33,790 | 19,140,946 | 162,159 | 95,955, 204 |
| 1937 | 153,046 | 93,368,282 | 54,417 | 30,389,011 | 207,463 | 123,757,293 |
| 1938 | 123,761 | 81,661,687 | 42,325 | 26,497,038 | 166,086 | 108,158,725 |
| 1939 | 108,369 | 71,101,204 | 47,057 | 28,072,712 | 155,426 | 99,173,916 |
| 1940 | 109,911 | 83,544,445 | 113,102 | 91,191,516 | 223,013 | 174,735,961 |
| 1941 | 96,603 | 81,167,694 | 173,588 | 163,414,253 | 270,191 | 244,581,947 |
| 1942 | 12,236 | 10,305,013 | 216,057 | 229,103,128 | 228, 993 | 239,408,741 |
| 1943 | ... | ... | 178,064 | 222,393,092 | 178,064 | 22?,393,092 |
| 1944 |  |  | 158,038 | 213,259,582 | 158,038 | 213, 259,58 ? |
| 1945 | 1,868 | 1,638,118 | 130,777 | 167,103,012 | 132,545 | 168,741,130 |
| 1946 | 91,871 | 82,847,330 | 79,657 | 81, 204,338 | 171,528 | 164,051,668 |

(1) Production figures include all wheeled vehicles for military use; universal carriers and scout cars are not included.
(2) Selling value represents the wholesale value or the amount of money received by manufacturers from their dealers or distributors; taxes, dealers' commissions, etc., are not included.

| Year | Number of plants <br> (1) | Average <br> number <br> of em- <br> ployees | ```Total salaries and wages``` | cost of fuel and electricity at works | Cost of materials at works (2) | Gross selling value of products at works (3) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | \$ | \$ | ¢ |
| 1939 | 12 | 14,427 | 20,573,714 | 818,896 | 71,671,753 | 107,463,351 |
| 1540 | 10 | 16,798 | 31,110,945 | 1,162,206 | 128,833,690 | 189,807,555 |
| 1941 | 10 | 19,597 | 44,783,064 | 1,51?,237 | 201,124,930 | 279,958,339 |
| 1942 | 6 | 24,403 | 52,281,941 | 1,757,047 | 239,544,621 | 324,772,681 |
| 1943 | 5 | 24,265 | 57,569,265 | 2,227,727 | 248,652,602 | 352,229,955 |
| 1944 | 5 | 22,499 | 53,879,982 | 2,327,165 | 234,578,288 | 324,090,755 |
| 1945 | 6 | 17,915 | 43,623,220 | 1,744,299 | 164,963,785 | 228,695,109 |
| 1946 | 9 | 21,647 | 45,968,772 | 1,969,064 | 135,556,183 | 193,439,688 |

(1) Includes assembly plants.
(2) Duty drawback has been deducted.
(3) Includes value of parts made in auto factories, also any other products made in these works.

Note: Profits or losses cannot be calculated from above figures as data are not available for general expense items, such as interest, rent, depreciation, texes, insurance, advertising, etc.

Table 3 - FIPLOYEES. SALARIES AID WAGES IN THE AUTOMOBILE MANUFACTURING INDUSTRY, 1939-1946

| Year | Average Number of Employees |  |  |  |  | Salaries | Wages | TOTAL SALARIES and WAGES |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | On Salartes |  | On Wages |  | Total |  |  |  |
|  | Male | Female | Male | Female |  |  |  |  |
|  |  |  |  |  |  | \$ | \$ | \% |
| 1939 | 1,741 | 4.77 | 12,064 | 145 | 14,427 | 5,158,435 | 15,415,279 | 20,573,714 |
| 1940 | 1,922 | 568 | 14,147 | 161 | 16,798 | 5,634,829 | 25,476,116 | 31,110,945 |
| 1941 | 2,079 | 725 | 19,377 | 220 | 22,401 | 6,318,607 | 38,464,45? | 44,783,064 |
| 1942 | 2,342 | 1,035 | 20,795 | 231 | 24,403 | 7,399,803 | 44,882,138 | 52,281,941 |
| 1943 | 2,145 | 1,219 | 20,630 | 271 | 24,265 | 8,426,267 | 49,142,998 | 57,569,265 |
| 1944 | 2,112 | 1,221 | 18,869 | 297 | 22,499 | 8,893,269 | 44,986,713 | 53,879,982 |
| 1945 | 2,074 | 1,105 | 14,495 | 241 | 17,915 | 8,779,380 | 34,843,840 | 43,623,220 |
| 1946 | 2,332 | 995 | 18,189 | 131 | 21,647 | 9,404,030 | 34,564,742 | 43,968,772 |

Table 4 - FAGE-EARNERS (*) EMPLOY:D Ti THP, AUTOMOBIIE MANUFACTURING INDUSTRY, BY MONTHS, 1945 and 1946

| Month | 1945 |  |  | 1946 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Male | Female | Total | Male | Female | Total |
| January | 18,878 | 348 | 19,226 | 15,562 | 43 | 15,605 |
| February | 18,799 | 363 | 19,162 | 15,236 | 21 | 15,257 |
| March | 18,490 | 358 | 18,848 | 16,288 | 42 | 16,310 |
| April | 18,054 | 345 | 18,399 | 18,713 | 126 | 18,839 |
| May | 18,059 | 344 | 18,443 | 20,016 | 167 | 20,183 |
| June | 18,329 | 332 | 18,661 | 20,275 | 179 | 20,454 |
| July | 17,706 | 167 | 17,873 | 20,113 | 178 | 20,291 |
| August | 17,398 | 213 | 17,611 | 19,010 | 146 | 19,156 |
| September | 7,134 | 99 | 7,233 | 19,562 | 160 | 19,722 |
| October. | 3,488 | 76 | 3,564 | 19,692 | 165 | 19,857 |
| November | 6,989 | 112 | 7,101 | 16,907 | 171 | 17,078 |
| December | 10,573 | 134 | 10,707 | 16,908 | 173 | 17,081 |
| avERage for tear . . . | 14,495 | 241 | 14,736 | 18,189 | 131 | 18,320 |

(\%) Number on payroll on the last work day of each month.

Tahle 5 - FUEL AND ELECTRICITY USED IM THE AUTOPSOBILE MARUFACTLRING IMDUSTRY, 1945 and 1946

| Kind | Unit of measure | 1945 |  | 1946 |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Quantity | Cost at morks | Quantity | Cost at works |
|  |  |  | \% |  | \$ |
| Bituminous Coal - |  |  |  |  |  |
| From: Canadian mines. | ton |  |  | 53 | 875 |
| Imported ....... | ton | 135,407 | 968,534 | 162,730 | 1,097,659 |
| Lignite cosl | ton | ... |  | 297 | 1,181 |
| Fuel oil ... | Imp.eal. | 100,803 | 9,194 | 90,770 | 8,504 |
| Gasoline | Imp.eal. | 699,69? | 176,196 | 776,251 | 181,540 |
| Gas | M cu.ft. | 284,802 | 330,913 | 317,259 | 367,467 |
| Wood ........ | cord | 180 | 646 |  |  |
| Electricity purchased | K.W.H. | 26,255,210 | 258,586 | 28,697,976 | 304,801 |
| Other fuel .... | ... | . | 230 | - ... | 7,037 |
| TOTAL COST | ... | -•• | 1,744,299 | ... | 1,969,064 |
| Electricity generated for own use | K.W.H. | 57,411,000 | . . | 69,569,000 | ... |

Table 6 - POWER EQUIPMENT IN THE AUTOMOBILE MANUFACTLRING INDUSTRY, 1945 and 1946

| Ordinarily in Use | In Reserve or Idle |
| :---: | :---: |
| Number Total rated <br> of units horse power | Number Total rated |
| of units horse power |  |


| Steam engines and steam turbines | 27 | 44,843 | 1 | 26,667 |
| :---: | :---: | :---: | :---: | :---: |
| Gasoline, gas and oil engines... | 1 | 65 | ... | ... |
| Electric motors run by purchased power (*) | 4,310 | 20,881 | 316 | 1,526 |
| TOTAL | 4,338 | 65,789 | 317 | 28,193 |
| Electric motors run by power generated by above primary units | 7,309 | 38,035 | . . | ... |
| Stationary power boilers .................. | 15 | 6,768 | . $\cdot$ |  |
| Motor-generator sets ....................... | 25 | 1,868 | ... | ... |
| 11 9 4 6 |  |  |  |  |
| Steam engines and steam turbines | 23 | 44,549 | 1 | 26,667 |
| Gasoline, gas and oil engines. | 1 | 65 | - | ... |
| Electric motors run by purchased power (\%) | 5,367 | 25,517 | 481 | 2,059 |
| TOTAL | 5,391 | 70,131 | 482 | 28,706 |
| Electric motors rin by power generated by above primary units | 7,648 | 36,586 |  |  |
| Stationary power boilers ................. | 20 | 8,100 | 1 | 300 |
| Motor-generator sets ... | 40 | 2,613 | ... | ... |

(d) Except motor-generator sets.

Table 7 - PRODUCTION BY THE AUTOMOBILE MANUFACTURING INDUSTRY, 1945 and 1946
Type

Table 7 - PRODUCTION BY THE AUTONOBILE MANUFACTLRING INDUSTRY, 1945 and 1946 (Concluded)

| Type | Produced for Sale in Canada |  | Produced for Export |  | TOTAL |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Number | Selling value at works | Number | Selling value at works | Number | selling value at works |
| 1945 (Con.) |  |  |  |  |  |  |
| Military Vehicles, etc. |  |  |  |  |  |  |
| $\frac{3}{4}$ ton or less ...................... | 2,675 | 1,959,471 | 12,368 | 18,179,655 | 15,043 | 20,139,126 |
| 1 ton and less than $1 \frac{1}{2}$ tons . . . . . . . . . | 723 | 621,419 | 1,246 | 1,072,598 | 1,969 | 1,694,017 |
| $1 \frac{1}{2}$ tons and less than 2 tons | 1,273 | 1,500,331 | 7,252 | 5,616,021 | 8,525 | 7,116,352 |
| 2 tons and less than $2 \frac{3}{2}$ tons | 10,683 | 9,038,237 | 6,011 | 4,986,952 | 16,694 | 14,025,189 |
| $2 \frac{1}{2}$ tons and less than $3 \frac{1}{2}$ tons | 6,816 | 8,697,281 | 28,686 | 33,479,044 | 35,502 | 42,176,325 |
| 312 tons and less than 5 tons | 274 | 643,916 |  |  | 274 | 643,916 |
| 5 tons | 36 | 234,238 | 1 | 17,042 | 37 | 251,280 |
| Over 5 tons |  |  |  |  |  |  |
| Special (including military vehicles other than above) | 24,906 | 34,966,846 | 27,460 | 45,266,162 | 52,366 | 80,233,008 |
| Buses (including chassis for bus use). | 73 | 551,387 | 294 | 272,412 | 367 | 823,799 |
| Total Comercial Cars and MilitaryVehicles ....................... |  |  |  |  |  |  |
| TOTAL - ALL CARS | 49,325 | 59,850, 229 | 83,320 | 108,890,901 | 132,645 | 168,741,130 |
| Repair parts and accessories .......... All other products | -.. | ... | $\cdots$ |  |  | $35,578,891$ $24,374,988$ |
| TOTAL ALL PRODUCTS .......... | . . | . . | ... | . . | . . . | 228,695,109 |
| $1948$ |  |  |  |  |  |  |
| (a) Passenger Cars Convertible cars - |  |  |  |  |  |  |
| Convertible cars Coupe, roadster | 203 | 215,592 | 8 | 10,143 | 211 | 225,735 |
| Sedan, touring . | ... |  | . . |  | ... |  |
| Permanent closed cars Coupe | 7,579 | 7,156,660 | 639 | 582,253 | 8,218 | 7,738,913 |
| 2-door sedan | 15,061 | 13,623,563 | 22 | 23,654 | 15,083 | 13,647,217 |
| 4-door sedan | 40,203 | 41,297,731 | 17,703 | 14,577,165 | 57,906 | 55,874,896 |
| Other closed | 439 | 435,830 | 1,852 | 1,118,674 | 2,291 | 1,554,504 |
| Chassis (sold without bodies). | 16 | 9,372 | 8,146 | 3,796,693 | 8,262 | 3,806,065 |
| Total Passenger Cars | 63,501 | 62,738,748 | 28,370 | 20,108,582 | 91,871 | 82,847,330 |
| (b) Trucks, Buses, Truck Chassis, Bus Chassis, etc. |  |  |  |  |  |  |
| Station wagons | 199 | 221,222 | 344 | 436,085 | 543 | 657,307 |
| $\frac{3}{4}$ ton or less. | 12,298 | 9,560,819 | 11,069 | 6,233,301 | 23,367 | 15,794,120 |
| 1 ton and less than $1 \frac{1}{2}$ tons.. | 5,183 | 4,843,479 | 1,159 | 913,105 | 6,342 | 5,756,584 |
| $1 \frac{1}{2}$ tons and less than 2 tons. | 2,735 | 3,694,006 | 1,240 | 673,088 | 3,975 | 4,367,094 |
| 2 tons and less than $2 \frac{1}{2}$ tons. | 9,315 | 10,658,196 | 18,969 | 16,629,703 | 28,284 | 27,287,899 |
| $2 \frac{1}{2}$ tons and less than $3 \frac{1}{2}$ tons | 10,358 | 13,638,438 | 5,367 | 4,692,332 | 15,725 | 18,330,770 |
| $3 \frac{1}{8}$ tons and less than 5 tons | 567 | 1,452,155 | ... |  | 567 | 1,452,155 |
| 5 tons ..... | 122 | 503,996 | $\cdots$ |  | 122 | 503,996 |
| Over 5 tons | 94 | 310,261 |  |  | 94 | 310,261 |
| Special | ... |  | 191 | 203,019 | 191 | 203,019 |
| Buses, complete, transit type........ | 447 | 6,541,133 | . . | , | 447 | 6,541,133 |
| Total Trucks and Buses | 41,318 | 51,423,705 | 38,339 | 29,780,633 | 79,657 | 81,204,338 |
| TOTAL ALL CARS | 104,819 | 114,162,453 | 66,709 | 49,889,215 | 171,528 | 164,051,668 |
| Repair parts and accessories |  |  |  |  |  | 23,812,264 |
| All other products . .......TOTAL AIL PRODUCTS | ... |  | . . | ... | ... | 5,575,756 |
|  | -•• | . . | $\cdots$ | - . | . . | 193,439,688 |

Table 8 - PRODUCTION IN CAMADA OF PL:GSENGER CARS, COMERCIAL CARS A:AD UIIITARY VEHICIES, $1943-1945$

| - | $\begin{aligned} & \text { For Sale } \\ & \text { in Canada } \end{aligned}$ | $\frac{1}{\text { For }}$ | $\begin{aligned} & \text { For Sale } \\ & \text { in Canada } \end{aligned}$ | For export | For sale | $\begin{aligned} & \text { Lor } \\ & \text { export } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1943 - January | 29 | ... | 7,513 | 8,799 | 7,542 | 8,739 |
| February ....... | 65 | ... | 7,019 | 8,915 | 7,083 | 8,915 |
| March .. | 204 | ... | 7,234 | 10,249 | 7,438 | 10,249 |
| April | 285 | . . | 6,518 | 8,597 | 6,903 | 8,597 |
| May. | 647 | ... | 6,724 | 8,318 | 7,371 | 8,318 |
| June | 301 |  | 6,860 | 8,003 | 7,161 | 8,003 |
| July | 285 | . . | 4,150 | 7,153 | 4,435 | 7,163 |
| August | 289 | 2 | 7,555 | 7,200 | 7,844 | 7,202 |
| September | 662 | ... | 5,995 | 6,465 | 6,657 | 6,465 |
| October ........ | 441 | ... | 5,387 | 7,999 | 5,828 | 7,599 |
| November | 405 | . $\cdot$ | 4,966 | 8,814 | 5,372 | 8,814 |
| December | 472 | . . . | 5,184 | 8,250 | 5,656 | 8,250 |
| Total | 4,086 | 2 | 75,204 | 98,772 | 79,290 | 98,774 |
| 1944 - January ....... | 435 | ... | 5,298 | 7,969 | 5,733 | 7,969 |
| February ....... | 559 | . | 5,449 | 7,922 | 6,008 | 7,922 |
| March .......... | 892 | 8 | 5,315 | 8,410 | 6,207 | 8,418 |
| April .......... | 376 | 10 | 4,954 | 5,721 | 5,330 | 5,731 |
| May . . . . . . . . . | 853 | 7 | 4,509 | 6,934 | 5,362 | 6,941 |
| $J$ June | 694 | 35 | 5,375 | 8,213 | 6,069 | 8,248 |
| July | 1,020 | 3 | 3,295 | 7,814 | 4,315 | 7,817 |
| August ......... | 848 | 56 | 4,758 | 8,067 | 5,606 | 8,123 |
| September . ..... | 1,027 | 1 | 4,319 | 7,164 | 5,346 | 7,165 |
| October | 509 | 9 | 5,094 | 7,518 | 5,603 | 7,627 |
| November | 940 |  | 4,781 | 8,326 | -5,721 | 8,326 |
| December ....... | 826 | 5 | 3,887 | 7,733 | 4,713 | 7,738 |
| Total . | 8,979 | 134 | 57,034 | 91,891 | 66,013 | 92,025 |
| 1945 - January ........ | 968 | 303 | 5,026 | 7,448 | 5,994 | 7,751 |
| February ....... | 999 | 762 | 4,362 | 6,967 | 5,361 | 7,729 |
| March .......... | 1,134 | 712 | 5,126 | 7,940 | 6,260 | 8,652 |
| April | 1,163 | 2,162 | 4,957 | 6,069 | 6,120 | 8,231 |
| May . | 1,093 | 2,897 | 4,569 | 6,486 | 5,662 | 9,383 |
| June | 1,360 | 3,833 | 4,423 | 4,916 | 5,733 | 8,749 |
| suly | 1,781 | 2,361 | 2,095 | 4,856 | 3,876 | 7,217 |
| A ugust | 2,407 | 4,235 | 2,357 | 4,377 | 4,764 | 8,512 |
| September | 2,871 | 2,953 | 674 | 1,986 | 3,545 | 4,939 |
| Octaber | 3,074 | 2,026 | . . . | 1,496 | 3,074 | 3,522 |
| November | 1,218 | 183 |  | 174 | 1,218 | 357 |
| December | 2,953 | 2,590 | 2 | 301 | 2,955 | 2,391 |
| Total | 21,021 | 25,017 | 33,591 | 53,016 | 54,612 | 78,033 |


|  | Passenger |  | Commercial |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1946 - January | 1,390 | 1 | 1,873 | 5,231 | 3,263 | 5,23? |
| February | 2,912 | 10 | 1,880 | 2,682 | 4,792 | 2,692 |
| March | 3,982 | 1,057 | 2,890 | 3,444 | 5,872 | 4,501 |
| April | 6,475 | 3,388 | 4,190 | 2,777 | 10,665 | 6,165 |
| May | 7,949 | 4,806 | 4,583 | 2,684 | 12,532 | 7,490 |
| June | 5,733 | 3,006 | 4,456 | 2,390 | 10,189 | 5,3¢6 |
| July | 6,062 | 3,683 | 4,662 | 2,814 | 10,724 | 6,497 |
| August | 3,738 | 3,292 | 3,164 | 2,099 | 6,902 | 5,391 |
| September | 4,524 | 1,780 | 2,635 | 2,604 | 7,159 | 4,384 |
| October | 6,421 | 2,131 | 3,948 | 2,451 | 10,369 | 4,582 |
| November | 8,007 | 2,9834 | 4,396 | 3,718 | 12,403 | 6,702 |
| December | 6,308 | 2,23? | 2,641 | 5,445 | 9,94: | 7,677 |
| Total | 63,501 | 28,370 | 41,318 | 38, 339 | 104,819 | 66,709 |

Note: No passencer cars made during period July, 1942 to September, 1945 inclusive. Output of passenger cars in 1945 was as follows: October 3; November 253; December 1,612; all were for sale in Canada except 2 units for export in December.

Table 9 - IMPORTS AND EXPORTS (*) OF AUTOMOBILES, BY MONTHS, 1944-1946

(*) Includes re-exports.
Table 10 - APPARENT SUPPLY OF AUTOMOBILES IN CANADA, 1940-1946

| Year | Number of Cars Made for Sale in Canada |  | Plus Imports |  | Less Re-exports of Imported Cars |  | Apparent Supply |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Passenger | Commercial | Passenger | Commercial | Passenger | Commercial | Passenger | Commercial |
| 1940 | 94,633 | 53,169 | 15,386 | 1,633 | 145 | 10 | 109,874 | 54,792 |
| 1941 | 81,943 | 76,627 | 2,672 | 1,036 | 26 | ... | 84,589 | 77,663 |
| 14.42 | 8,596 | 93,903 | 327 | 718 | 9 | 2 | 8,914 | 94,619 |
| 1943 | , | 79,290 | 21 | 795 | 1 | 163 | 20 | 79,922 |
| 1944 |  | 66,013 | 35 | 3,249 | 5 | 33 | 30 | 69,229 |
| 1945 | 1,866 | 47,459 | 236 | 1,855 | 3 | 19 | 2,099 | 49,295 |
| 1946 | 63,501 | 41,318 | 18,642 | 3,600 | 6 | 72 | 82,137 | 44,846 |

Table 11 - ESTTUATE OF MOTOR VEHICLES WITHLRAWN FROM USE, 1958-1946

| Iear | Registrations <br> in preceding year | Plus apparent supply in current year | Less registrations in current year | Withdrawn from use |
| :---: | :---: | :---: | :---: | :---: |
|  |  | Passenger Cars |  |  |
| 1838 | 1,103,012 | 99,202 | 1,159,604 | 42,610 |
| 1939 | 1,159,604 | 91,523 | 1,190,021 | 61,106 |
| 1940 | 1,190,021 | 109,874 | 1,234,637 | 65,258 |
| 1941 | 1,234,637 | 84,589 | 1,279,536 | 39,690 |
| 1942 | 1,279,536 | 8,914 | 1,216,950 | 71,500 |
| 1943 | 1,216,950 | 20 | 1,193,827 | 23,143 |
| 1944 | 1,193,847 | 30 | 1,177,558 | 16,319 |
| 1945 | 1,177,558 | 2,099 | 1,160,058 | 19,599 |
| 1946 | 1,160,058 | 82,137 | 1,234,006 | 8,189 |
|  |  | Comnercial |  |  |
| 1938 | 204,826 | 24,938 | 222,725 | 7,039 |
| 1939 | 222,725 | 25,744 | 235,754 | 12,715 |
| 1940 | 235,754 | 54,792 | 251,424 | 39,122 |
| 1941 | 251,424 | 77,663 | 276,648 | 52,439 |
| 1942 | 276,648 | 94,619 | 291,385 | 79,882 |
| 1943 | 291,385 | 79,922 | 301,602 | 169,705 |
| 1944 | 301,602 | 69,229 | 308,529 | 62,302 |
| 1945 | 308,529 | 49,295 | 322,382 | 35,442 |
| 1946 | 322,382 | 44,846 | 364,078 | 3,150 |

[^0]Table 12 - RETAIL SALES OF NEW MOTOR VEHICLES, 1937-1946

| Year | Passenger Cars |  | Trucks and Buses |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Number | Retail Value | Number | Retail Value |
|  |  | \$ |  | \$ |
| 1957 | 114,275 | 116,886,334 | 30,166 | 32,284,193 |
| 1938 | 95,751 | 105,006,462 | 25,414 | 30,005,446 |
| 1959 | 90,054 | 97,131,128 | 24,693 | 28,836,393 |
| 1940 | 101,789 | 114,928,833 | 28,763 | 33,916,445 |
| 1941 | 83,642 | 108,923,942 | 34,431 | 42,944,963 |
| 1942 | 17,286 | 23,899,745 | 13,070 | 18,979,777 |
| 1945 | 984 | 1,378,200 | 3,814 | 6,179,200 |
| 1944 | 2,156 | Not available | 9,514 | Not available |
| 1545 | 4,526 |  | 19,830 | Not avalable |
| 1946 | 77,742 | 120,325,496 | 42,302 | 73,003,509 |

(I)

Table 13 - REGISTRATIONS OF NOTOR VEIIICIES IN CANADA, 1910-1946

| Year | $\begin{gathered} \text { Passenger } \\ \text { Cars } \\ \hline \end{gathered}$ | $\begin{aligned} & \text { Conmercial } \\ & \text { Vehicles(2) } \end{aligned}$ | Motor Cycles | TOTAL |
| :---: | :---: | :---: | :---: | :---: |
| 1910 | 5,890 | -.. | 55 | 9,158 |
| 1915 | 60,688 | 533 | 5,412 | 95,284 |
| 1920 | 251,945 | 22,310 | 8,195 | 408,790 |
| 1925 | 641,186 | 74,938 | 7,924 | 724,048 |
| 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 | 989,744 | 175,888 | 10,484 | 1,176,116 |
| 1936 | 1,041,529 | 187,770 | 10,825 | 1,240,124 |
| 1537 | 1,103,012 | 205,588 | 11,102 | 1,315,70? |
| 1938 | 1,159,604 | 223,176 | 12,073 | 1,394,853 |
| 1939 | 1,190,021 | 236,902 | 12,322 | 1,439,245 |
| 1940 | 1,234,537 | 252,813 | 13,379 | 1,500,829 |
| 1941 | 1, 279,536 | 278,771 | 14,477 | 1,572,784 |
| 1942 | 1,215,950 | 291,385 | 15,818 | 1,524,153 |
| 1943 | 1,193,847 | 301,602 | 16,396 | 1,511,945 |
| 1944 | 1,177,558 | 309,964 | 15,045 | 1,502,56? |
| 1945 | 1,160,058 | 322,929 | 14,194 | 1,497,081 |
| 1946 | 1,234,026 | 371,294 | 17,163 | 1,62?,463 |

(1) Some of the provinces reported totals only prior to 1923.
(2) Includes tractors rezistered in some of the provinces.

Table 14 - RESISTRATIONS OF LOTOR VEHICLES, BY PROVINCES, 1944-1946

| Province | 1944 | 19.45 | 1946 |
| :---: | :---: | :---: | :---: |
|  |  | (Number) |  |
| Prince Edward Island | 8,412 | 8,835 | 9,192 |
| Nova Scotia ....... | 57,933 | 56,699 | 62,650 |
| New Brunswick | 39,570 | 41,577 | 44,654 |
| Euebec... | 224,042 | 228,681 | 255,172 |
| Ontario. | 675,057 | 662,719 | 711,106 |
| Maritoba... | 93,297 | 92,758 | 101,090 |
| Saskatchewan | 140,992 | 140,257 | 148,206 |
| Alberta | 127,416 | 130,153 | 138,868 |
| British Columbia | 135,090 | 134,788 | 150,234 |
| Yukon | 758 | 614 | 1,281 |
| CANADA | 1,502,567 | 1,497,081 | 1,622,463 |

Table 15 - INPORTS INTO CANADA AND EXYORTS OF AUTOMOBILES AND PARTS, 1944-1946
194419451946

## Imports

| Automobiles, freight, and chassis for same ... | No. $\$$ | $\begin{array}{r} 1,851 \\ 8,096,606 \end{array}$ | $\begin{array}{r} 1,542 \\ 4,380,331 \end{array}$ | $\begin{array}{r} 3,166 \\ 6,493,042 \end{array}$ |
| :---: | :---: | :---: | :---: | :---: |
| Automobiles, passenger, valued at not more than $\$ 1,200$ each, and chassis for same ...... | No. \$ | $\begin{array}{r} 31 \\ 11,604 \end{array}$ | $\begin{array}{r} 204 \\ 145,196 \end{array}$ | $\begin{array}{r} 12,700 \\ 13,077,264 \end{array}$ |
| Automobiles, passencer, valued at more than $\$ 1,200$ each, but not more than $\$ 2,100$ each, and chassis for same $\qquad$ | $\begin{aligned} & \text { No. } \\ & \$ \end{aligned}$ | 1 1,356 | $\begin{array}{r} 32 \\ 39,324 \end{array}$ | $\begin{array}{r} 5,811 \\ 7,903,581 \end{array}$ |
| Motor omnibuses, electric (trackless) trolleybuses and chassis, and complete parts thereof <br> Automobiles, passenger, all other ............... | No. \$ No. \$ | $\begin{array}{r} 329 \\ 2,644,290 \\ 3 \\ 11,231 \end{array}$ | $\begin{array}{r} 313 \\ 2,752,030 \end{array}$ | $\begin{array}{r} 434 \\ 3,905,078 \\ 131 \\ 323,249 \end{array}$ |
| Total Automobiles . ............. | No. $\$$ | $\begin{array}{r} 2,215 \\ 10,765,077 \end{array}$ | $\begin{array}{r} 2,091 \\ 7,316,881 \end{array}$ | $\begin{array}{r} 22,242 \\ 31,702,214 \end{array}$ |
| Automobile parts . ............................... | \$ | 80,320,522 | 71,731,844 | 67,553,246 |

## Exports

| Automobiles, freight, one ton capacity or less <br> Automobiles, freight, over one ton capacity .. | No, \$ NO. \$ | $\begin{array}{r} 26,535 \\ 37,609,373 \\ 117,616 \\ 208,543,803 \end{array}$ | $\begin{array}{r} 30,563 \\ 47,700,104 \\ 92,205 \\ 159,029,837 \end{array}$ | $\begin{array}{r} 12,117 \\ 6,658,239 \\ 32,543 \\ 36,543,025 \end{array}$ |
| :---: | :---: | :---: | :---: | :---: |
| Automobiles, passenger, valued at \$500 or less. | No. <br> $\$$ | $1,000^{2}$ | 2 625 | $\begin{array}{r} 8,090 \\ 2,65 ?, 421 \end{array}$ |
|  | No. <br> \$ <br> No. <br> \$ | $\begin{array}{r} 9 \\ 7,847 \\ 51 \\ 81,007 \\ \hline \end{array}$ | $\begin{array}{r} 7 \\ 5,328 \\ 35 \\ 59,584 \\ \hline \end{array}$ | $\begin{array}{r} 13,785 \\ 9,592,474 \\ 1,576 \\ 1,747,612 \end{array}$ |
| Total Automobiles | $\begin{aligned} & \text { No. } \\ & \$ \end{aligned}$ | $\begin{array}{r} 144,213 \\ 246,243,030 \end{array}$ | $\begin{array}{r} 122,812 \\ 206,795,478 \end{array}$ | $\begin{array}{r} 68,111 \\ 57,193,771 \end{array}$ |
| Automobile parts | \$ | 139,344,916 | 93,852,013 | 21,110,039 |




MANUFACTURERS OF MOTOR VEHICLES IN CANADA, 1946

| Name of Company | Location of Plant |
| :--- | :--- |
| Universal Sales Limited | Saint John, N.B. |
| Chrysler Corporation of Canada, Limited | Windsor, Ont. |
| Ford Motor Company of Canada, Limited | Windsor, Ont. |
| General Motors of Canada, Limited | Oshawa, Ont. |
| Reo Motor Company of Canada Itd. | Toronto, Ont. |
| Hayes Manufacturing Company, Limited | Vancouver, B. C. |
| International Harvester Co. of Canada, Limited | Chatham, Ont. |
| Canadian Car \& Foundry Company Limited | Fort Wiliam, Ont. |
| Motor Coach Industries, Limited | Winnipeg, Mañ. |


[^0]:    NOTE: Registrations include military vehicles during war years, but tractors have been excluded in all years insofar as separate registration figures are available.

