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SALES OF NEN MOT OR VEHICLES
AND

MOTOR VEHICLE FINANCING
JULY 1950
Sales of New Motor Vehicles
July sales of new motor vehicles fell slightlv below the record volume reached in Jine, but remained well above kly 1949 sales. A total of 44,045 new vehicles sold for $\$ 89,407,580$ in July 1950 represented a gain of slightly more than $50 \%$ oror the 29,177 new vehicles retailed for $\$ 59,294,941$ in July 1949. Cumulative sales for the first seven months of 1950 numbered 257,951 vehicles, $55 \%$ above the January-to-July period of last year.

Passenger car sales numbered 33,137 , a gain of $50 \%$ over July a year a.go, with the year-to-date sales totalling $197,799,72 \%$ above the first seven months of 1949 .

The outstanding feature of the July figures was the $53 \%$ increase in number of trucks sold as compared with July last year, a much greater increase than was recorded for some months past. The July total for new trucks was 10,864 as compared with 7,084 in July a year ago and 10,534 in June this year. Cumulative sales for the first seven months of 1950 numbered $59,801,17 \%$ above the 51,168 new truoks sold in the corresponding period of 1949.

There were 44 buses sold during July as compared with 36 in July a year ago and 135 in June this year.

Financing of Motor Vehicle Sales
New motor vehicle sales financed in July continued to advance and at a higher increase rate than sales. The gain in new passenger
vehicle financing was considerably higher than that for used passenger cars.

New Vehicles-New vehicles financed in July numbered 14,168 as compared with 7,693 in July 1949. Of this number, passenger car financing accountod for 10,543 vehicles, a gain of $103 \%$ over July last yoar. A smaller but substantial increase of $45 \%$ brought July financing of commercial vehicles to 3,625 vehicles. Greator increases in number of new vehicles financed were reported for the Western Provinces than for Eastern Canada.

Used Vehicles--There were 24,291 used vehicles financed in July 1950, $64 \%$ more than in July a year ago. Of these, 20,623 wore passenger cars and 3,668 comercial vehicles.

Financing and Sales of New Motor Vehicles Compared
The porcentage of new vehicles sales financod by acceptance companies continues higher in 1950 than in 1949 particularly in the passenger car field. The following table shows these percentages for July 1940 and 1650 , sind for the period from dimary to foly of both years.

Number of New Vehicles Financed as Percentage of
New Vohicle Sales, Canada, 1949 and 1950


[^0]FINANCING OF MOTOR VEHICLES SALES thousanos IN CANADA, 1949 (revised)- 1950 or venucus



| Province | Number |  |  |  | Retail Value |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $1949^{(1)}$ | 1950 | $\%$ Change <br> $1950 / 1949$ | $1949^{(1)}$ | 1950 | $\%$ Change, <br> $1950 / 1949$ |  |

Passenger Cars

| CANADA ${ }^{(2)}$ | 22.057 | 33,137 | +50.2 | 44,909,873 | 67,207,026 | + 49.6 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Atlantic Provinces | 1,819 | 2,603 | + 43.1 | 3,646,920 | 5,004,095 | +37.2 |
| Quebec | 3,684 | 6,106 | + 65.7 | 7,573,513 | 12,625,677 | + 66.7 |
| Ontario | 10,789 | 14.249 | + 32.1 | 23. 943,676 | 29,098,186 | + 32.6 |
| Manitoba | 906 | 1,738 | + 91.8 | 1,895,523 | 3,499,702 | +84.6 |
| Saskatchewan | 1,155 | 1,723 | + 49.2 | 2,349.917 | 3,591,910 | + 52.8 |
| Alberta | 1,293 | 2,607 | +101.6 | 2,742,494 | 5,401,518 | + 97.0 |
| British Columbia | 2,411 | 4,111 | + 70.5 | 4,757,830 | 7,985,938 | + 67.8 |

Trucks

| Canada ${ }^{(2)}$ | 7,084 | 10,864 | + 53.4 | 13,783,556 | 21,462,008 | $+55.7$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Atiantic Provinces | 598 | 893 | + 49.3 | 1,163,735 | 1,704,973 | $+46.5$ |
| Quebec | 1,037 | 1.837 | + 77.1 | 2,045,782 | 3,742,674 | + 82.9 |
| Ontario | 2,667 | 3,637 | + 36.4 | 5,164,615 | 7,352, 283 | $+42.4$ |
| Manitoba | 517 | 703 | +36.0 | 998,227 | 1,346,672 | $+34.9$ |
| Saskatchewan | 737 | 1,437 | + 95.0 | 1,391,319 | 2,650,826 | + 90, 5 |
| Alberta | 921 | 1,450 | +57.4 | 1,855,147 | 2,803,863 | + 51.1 |
| British Columbia | 607 | 907 | + 49.4 | 1,164,731 | 1,860,717 | + 59.8 |

## Buse8

| CANADA ${ }^{(2)}$ | 36 | 44 | $+22.2$ | 601,512 | 738,546 | $+22.8$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Atlantic Provinces | 3 | 1 | - 66.7 | 1,800 | 7,276 | - 6.7 |
| Quebec | 5 | 11 | +120.0 | 85,564 | 198,681 | +132.2 |
| Ontario | 14 | 28 | +100.0 | 246,068 | 459,763 | + 86.8 |
| Manitoba | - | $\square$ | - | - | - | - |
| Saskatchewan | - | $\cdots$ | - | - | - | - |
| Alberta | 6 | 3 | - 50.0 | 71.514 | 60,793 | $=15.0$ |
| British Columbia. | 8 | 1 | - 87.5 | 190,566 | 12,033 | - 93.7 |

Total - Fassenger Cars, Trucks, and Buses

| CANADA ${ }^{(2)}$. | 29, 177 | 44,045 | +51.0 | 59,294.941 | 89,407,580 | $+50.8$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Atlantic Provinces | 2,420 | 3,497 | + 44.5 | 4,818,455 | 6,716,344 | + 39.4 |
| Quebec | 4,726 | 7,954 | + 68.3 | 9,704,859 | 16,567,032 | + 70.7 |
| Cntario | 13,470 | 17.914 | +33.0 | 27,354.359 | 36,910,232 | + 34.9 |
| Manitoba | 1,423 | 2,441 | + 71.5 | 2,893,750 | 4,846,374 | +67.5 |
| Saskatchewan | 1,892 | 3,160 | + 67.0 | 3,741,236 | 68242,736 | + 66.9 |
| Alberta | 2,220 | 4,060 | + 82. 0 | 4,669,155 | 8,266,174 | + 77.0 |
| British Columbia | 3,026 | 5,019 | +65.9 | 6,113,127 | 9,858,688 | + 61.3 |

(1) Revised.
(2) Includes Newioundiand.

TABLE 2--NEW MOTOR VEHCLE SALES, BY MONTHS
CANADA, (1) 1949 AND 1950

| Month | Number |  |  | Retail Velue |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{array}{r} (2) \\ 1949^{(2)} \end{array}$ | 1950 | $\begin{aligned} & \text { \% Change, } \\ & 1950 / 1949 \end{aligned}$ | $\begin{gathered} (2) \\ 1949^{(2)} \end{gathered}$ | 1950 | $\begin{aligned} & \% \text { Change, } \\ & 1950 / 1949 \end{aligned}$ |
|  |  |  | \% | \$ | \$ | \% |

Passengar cars

| January | 6,537 | 20,920 | +220.C | 13,774,215 | 41,970,134 | +204.7 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| February | 8,833 | 23,483 | +165.8 | 18,984,736 | 46,518,537 | +145.0 |
| March | 17,401 | 27,064 | + 55.5 | 36,565,035 | $53,388,145$ | $+46.0$ |
| April | 20,764 | 27.641 | +33.1 | 42,525,598 | 54,392,441 | $+27.9$ |
| May | 19.692 | 30,409 | +54.4 | 40,397,359 | 60,336,113 | + 49.4 |
| June | 20,035 | 35,145 | + 75.4 | 41,327,598 | 69,891,360 | +69.1 |
| frly | 22,057 | 33,137 | + 50.2 | 44,909,873 | 67,207,026 | + 49.6 |
| Janua ry-July | 115,319 | 197,799 | + 71.5 | 238,482,414 | 393,703,756 | + 65.1 |

Trucks

| January | 5,246 | 5.787 | $+10.3$ | 10,611.415 | 11,316,901 | + 6.6 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| February | 6,422 | 6,198 | - 3.5 | 13,095,542 | 11,969,248 | - 8.6 |
| March | 7,602 | 7,567 | $=0.5$ | 15,291.448 | 15,301,334 | + 0.1 |
| April | 8,475 | 8,736 | + 3.1 | 16,851,484 | 17,429,351 | + 3.4 |
| May | 8,602 | 10,115 | + 17.6 | 17,343,235 | 20,155,179 | + 16.2 |
| June | 7,737 | 10,584 | * 36.2 | 15,226,139 | 20,912,341 | + 37.3 |
| July | 7,084 | 10,864 | + 53.4 | 13,783,556 | 21,462,008 | + 55.7 |
| Sanuery - July | 51.168 | 59,801 | +16.9 | 102.202,819 | 1118,546,362 | + 16.0 |

Buses

| January | 55 | 35 | - 36.4 | 1,000,370 | 718,958 | - 28.1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| February .. | 46 | 28 | - 39.1 | 903,866 | 506,046 | - 44.0 |
| March | 51 | 22 | - 56.9 | 783,875 | 390,542 | - 60.2 |
| April | 75 | 29 | - 61.3 | 1,481,286 | 541,936 | - 63.1 |
| May | 91 | 58 | - 36.3 | 1,835,969 | 1,087,014 | - 40.8 |
| June | 57 | 135 | -136.8 | 992,370 | 2,671,885 | +169.2 |
| July ...... | 30 | 44 | + 22.2 | 601,512 | 738,546 | + 22.8 |
| Janua ry- huly | 411 | 351 | $\bigcirc 14.6$ | 7.599,24.8 | 6.654.927 | - 12.4 |

Total - Passenger Cars, Trucks, and Buses

| January ... | 11,838 | 26,742 | +125.9 | 25,386,000 | 54,005,993 | +112.7 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| February .. | 15,301 | 29,709 | +94.2 | 32,984,144 | 58,993,831 | + 78.9 |
| March | 25,054 | 34,653 | + 38.3 | 52,640,358 | 69,080,021 | $+31.2$ |
| April | 29,314 | 36,406 | $+24.2$ | 60,856,368 | 72,363,728 | +18.9 |
| May | 28.355 | 40,582 | + 43.0 | $59.576,563$ | 81,578,306 | + 36.9 |
| June | 27829 | 45,814 | * 64.6 | 57,546,107 | 95,475,586 | +62.4 |
| July .. | 28177 | 44.046 | +51.0 | 59,294,941 | 89,407,580 | + 50.8 |
| Janua ry- July | 166.898 | 257.951 | +54.6 | 348,284.481 | 518,905,045 | + 49,0 |

(1) Includes Newfourdiand,
(2) Revised.

JULY 1949 AND 1950


Passenger Cars

| CANADA (2).... | 5,186 | 10,543 | $+103.3$ | 5,884,914 | 14,308,973 | $+107.8$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Atlantic Provinces | 527 | 1,015 | + 93.? | 667.025 | 1,337,436 | +100.5 |
| Quebov .......... | 1,269 | 2,278 | + 79.5 | 1,891,752 | 3,391,458 | $+79.3$ |
| Ontario | 2,049 | 4,080 | + 99.1 | 2,597,073 | 5,351;341 | +106.1 |
| Manitoba . | 236 | 505 | +114.0 | 306,596 | 640,545 | $+108.9$ |
| Saskatchewan $\cdots$ a* | 227 | 523 | $+130.4$ | 274,441 | 679,389 | +147.6 |
| Alberta ........ | 355 | 915 | +157.7 | 443,093 | 1,225,959 | +176.7 |
| British Columbia. | 523 | 1,224 | $+134.0$ | 704,934 | 1,682,845 | 4138.7 |

Conmercial Vehioles

| CANADA (2) | 2,507 | 3,625 | $+44.6$ | \|3,695,668 | 5,653,401 | $+53.0$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Atlantio Provinces | 315 | 313 | - 0.6 | 437,371 | 450,634 | $+3.0$ |
| Quebec .......... | 574 | 808 | + 40.8 | 911,751 | 1,382,517 | $+51.6$ |
| Ontario ......... | 813 | 1,153 | $+41.8$ | 1,143,305 | 1,730,690 | +51.4 |
| Manitoba ........ | 145 | 237 | $+63.4$ | 200,448 | 305,014 | $+52.2$ |
| Saskatchewan .... | 163 | 356 | +118.4 | 222,884 | 510,728 | +129.1 |
| Alberta .......... | 284 | 472 | $+66.2$ | 436,504 | 782,422 | + 79.2 |
| British Columbia. | 213 | 286 | $+34.3$ | 343,405 | 491,596 | + 43.2 |

Total - Passenger Cars and Commeraial Vehieles

| CANADA (2) .... | 7,693 | 14.168 | $+84.2$ | 10,580,582 | 19,962,374 | $+88.7$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Atlantic Provinces | 842 | 1,331 | + 58.1 | 1,104,596 | 1,788,070 | +61.9 |
| Quebec | 1,843 | 3,086 | $+67.4$ | 2,803,503 | 4,773,775 | + 70.3 |
| Ontario | 2,862 | 5,233 | $+82.8$ | 3,740,378 | 7,082,031 | $+89.3$ |
| Manitoba ........ | 381 | 742 | + 54.8 | 507,044 | 945,559 | $+86.5$ |
| Saskatchewan .... | 390 | 879 | +125.4 | 497,325 | $1.190,117$ | +139.3 |
| Alberta ......... | 639 | 1,387 | +117.1 | 9999,597 | 2,008,381 | +128.3 |
| British Columbia. | 736 | 1,510 | $+105.2$ | 1,048,339 | 2,174,441 | +107.4 |

(1) Revised.
(2) Includes Newroundland.

| Province | Number of Vehioles |  | Amount of Financing |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $(1)$ |  | $\%$ Chance, | $(1)$ | 1949 | 1950 |$|$| $\%$ | Change, |
| :--- | :--- |
| $1950 / 1949$ |  |

Passenger Cars

| CANADA (2) | 12,610 | 20,623 | $+63.5$ | 8,187,070 | 12,799,295 | $+56.3$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Atlantic Provinces | 907 | 1,591 | + 75.4 | 556,562 | 901,771 | + 62.0 |
| Quebec | 1,467 | 2,747 | $+87.3$ | 1,168,800 | 1,966,843 | + 68.3 |
| Ontario | 7,431 | 10,615 | $+42.8$ | 4,439,324 | 6,209,631 | + 39.9 |
| Manitoba | 413 | 992 | +140.2 | 249,094 | 618,784 | +148.4 |
| Saskatc hewan | 300 | 820 | +173.3 | 203,630 | 490,379 | +140.8 |
| Alberta | 938 | 1,703 | + 81.6 | 689,271 | 1,104,015 | $+60.2$ |
| British Columbia | 1,154 | 2,155 | $+86.7$ | 880,389 | 1,507,872 | $+71.3$ |

Comercial Vehicles

| CANADA (2) | 2,211 | 3,668 | + 65.0 | 1,756,392 | 2,685,201 | $+52.9$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Atlantic Provinces | 350 | 502 | $+43.4$ | 238,393 | 309,668 | $+29.9$ |
| Quebec ......... | 390 | 680 | $+74.4$ | 349,284 | 599,083 | $+71.5$ |
| Ontario ........ | 814 | 1,219 | + 49.8 | 582,567 | 838.199 | $+43.9$ |
| Manitoba ........ | 108 | 191 | + 76.9 | 102,004 | 125,507 | $+23.0$ |
| Saskatchewan .... | 102 | 270 | $+164.7$ | 80,686 | 173,886 | +115.5 |
| Alberta ........ | 255 | 442 | $+73.3$ | 220,236 | 346,281 | $+57.2$ |
| British Columbia. | 192 | 364 | $+89.6$ | 183,222 | 292,577 | $+59.7$ |

Total - Passenger Cars and Commercial Vehicles

| CANADA (2) | 14.821 | 24,291 | + 63.9 | 9,943,462 | 15,484,496 | $+55.7$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Atlantic Provinces | 1.257 | 2,093 | + 66.5 | 784,955 | 1,211,439 | + 52.4 |
| Quebec | 1,857 | 3,427 | $+84.5$ | 1,518,084 | 2,565,926 | + 69.0 |
| Ontario | 8.245 | 11,834 | $+43.5$ | 5,021,891 | 7,047,830 | $+40.3$ |
| Manitoba | 521 | 1,183 | +127.1 | 351,098 | 744.291 | +112.0 |
| Saskatchowan . | 402 | 1,090 | +171.1 | 284,316 | 664.265 | +133.6 |
| Alberta | 1,193 | 2,145 | + 79.8 | 909,507 | 1,450,296 | $+59.5$ |
| British Columbia | 1,346 | 2,519 | $+87.1$ | 1,063,611 | 1,800,449 | + 69.3 |

(1) Revised.
(2) Includes Newfoundland.

| Month | Number of Vehicles |  |  | Amount of Fingncing |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $1949^{(2)}$ | 1950 | \% Change, $1950 / 1949$ | $1949^{(2)}$ | 1950 | \% Change: 1950/1949 |
|  |  |  | \% | \% | \$ | \% |

Passenger Cars

| January | 2,339 | 4,581 | + 95.9 | 3,080,526 | 6,107,059 | + 98.2 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| February | 2,109 | 6,225 | +195.2 | 2,962,916 | 8,260;811 | +178.8 |
| March | 3,651 | 7.821 | +114.2 | 5,053,312 | 10.331.393 | +104.4 |
| April | 5,499 | 9,017 | + 64.0 | 7,357,931 | 11,950,680 | +62.4 |
| May | 5.021 | 9.541 | +90.0 | 6,517,660 | 12,422, 038 | + 90.6 |
| June | 4,394 | 10,054 | +128.8 | 5,806,088 | 13,347,509 | +129.9 |
| July | 5,186 | 10,543 | +103.3 | 6,884,914 | 14,308,973 | +107.8 |
| January - July | 28,199 | 57,782 | +104.2 | 37,663,347 | 76,728,463 | +103.7 |


| January | 1.338 | 1,584 | $+18.4$ | 2,230,851 | 2,381,025 | $+6.7$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| February | 1,549 | 1,831 | +18.2 | 2,546,451 | 2,888,781 | $+13.4$ |
| March | 2,206 | 2,681 | + 21.6 | 3,400,186 | 4,075,276 | +19.9 |
| April | 3,005 | 3,184 | + 6.0 | 4,641,949 | 4,849,556 | + 4.5 |
| May | 3,201 | 3,907 | + 22.1 | 5,301,577 | 6,055,926 | +14.2 |
| June | 2,878 | 3,716 | + 29.1 | 4,648,808 | 5,957,559 | + 28.2 |
| July ........ | 2,507 | 3,625 | + 44.6 | 3,695,668 | 5,653,401 | + 53.0 |
| danuary - July | 16,684 | 20,528 | $+23.0$ | 26,465,490 | 31,861,524 | $+20.4$ |

Totel a Passenger Cars and Conmeroial Vohicles

| January | 3,677 | 6,165 | +67.7 | 5.311,377 | 8,488,084 | +59,8 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| February | 3,658 | 8,056 | +120.2 | 5,509,367 | 12. 149,592 | +102.4 |
| March | 5,857 | 10,502 | + 79.3 | 8,453,498 | 14,406,669 | + 70.4 |
| April | 8,504 | 12,201 | + 43.5 | 11,999,880 | 16,800,236 | + 40.0 |
| May | 8,222 | 13,448 | + 63.6 | $11.819,237$ | 18,477,964 | + 56.3 |
| June | 7,272 | 13,770 | +89.4 | 10,454,896 | 19,305,068 | + 84.7 |
| July | 7,693 | 14,168 | ¢. 84.2 | 10,580,582. | 19,962,374 | + 88.7 |
| January - July | 44,883 | 78,310 | $+74.5$ | 64,128,837 | 108,589,987 | + 69.3 |

(1) Includes Newfoundland,
(2) Revised.

| Month | Number of Vehicles |  |  | Amount of Financing |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $1949^{(2)}$ | 1950 | $\begin{aligned} & \text { \% Change, } \\ & 1950 / 1949 \\ & \hline \end{aligned}$ | $1949^{(2)}$ | 1950 | $\begin{aligned} & \% \text { Change, } \\ & 1950 / 1949 \end{aligned}$ |
|  |  |  | \% | \$ | \$ | \% |

Passanger Cars

| January | 4,601 | 7,115 | $+54.6$ | 3,082,261 | 4,651,274 | $+50.9$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| February | 5,632 | 9,892 | + 75.6 | 3,760,777 | 6,468,160 | + 72.0 |
| March | 8,761 | 13,557 | + 54.7 | 5,922,180 | 8,886,668 | $+50.1$ |
| April | 13,296 | 18,347 | $+38.0$ | 9,165,947 | 12,538,876 | + 36.8 |
| May | 14,681 | 20,726 | + 41.2 | 9,891,580 | 13,796,598 | + 39.5 |
| June | 13,445 | 21,361 | +58.9 | 8,829,096 | 13168, 1208 | + 49.1 |
| July | 12,610 | 20,623 | + 63.5 | 8,187,070 | 12799.255 | + 56.3 |
| Jinuary - July | 73,026 | 111,621. | + 52.9 | 48,838,911 | 72,303,729 | + 48.0 |

Conmercial Vehicles

| January | -•••** | 1,204 | 1,543 | $+28.2$ | 1,088,045 | 1,237,468 | +13.7 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| February |  | 1,425 | 1,938 | + 36.0 | 1,277,131 | 1,549,936 | + 21.4 |
| March |  | 2,035 | 2,674 | + 31.4 | 1,777,493 | 2,040,624 | + 14.8 |
| April |  | 2,758 | 3,551 | + 28.8 | 2,267,584 | 2,739,450 | + 20.8 |
| May |  | 2,897 | 4,283 | + 47.8 | 2,442,859 | 3,277,202 | + 34.2 |
| June |  | 2,688 | 4,098 | $+52.5$ | 2,081,729 | 3,012,856 | + 44.7 |
| July |  | 2,211 | 3,668 | + 65.9 | 1,756,392 | 2,685,201 | + 52.9 |
| 柽nuary | July. | 15,218 | 21,755 | $+43.0$ | 12,691,233 | 16,542,737 | + 30.3 |

Totnl .. Passenger Cars and Commercial Vehicles

| January | 5,805 | 8,658 | + 49.1 | 4,170,306 | 5,888,742 | + 41.2 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| February | 7,057 | 11,830 | + 67.6 | 5,037,908 | 8,018,096 | $+59.2$ |
| 劓rch | 10,796 | 16,231 | + 50.3 | 7,699,673 | 10,927,292 | + 41.9 |
| April | 16,054 | 1,898 | $+36.4$ | 11,433,531 | 15,278,326 | +33.6 |
| May | 17,578 | 25,009 | + 42.3 | 12,334,439 | 17,073,800 | $+38.4$ |
| June | 16,133 | 25,459 | + 57.8 | 10,910,825 | 16,175,714 | $+48.3$ |
| Jul. | 14,821 | 24,291 | + 63.9 | 3,343,462 | 15,484,496 | + 55.7 |
| Januery | 88,244 | 133,376 | +51.1 | 61,530,144 | 88,846,466 | $+44.4$ |

(1) Includes Newfoundland.
(2) Revised.



[^0]:    Yar's subscription, $\$ 2.00$ Siny? onjer. : 35

