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## NEW HOTOR VEHICLE SALIS IN CANADA, JUNE, 1937

New motor vehicle sales in Canada, after declining slightly during April as compared with a year ago and making small gains during inay, moved up sharply during June to show advances over June, 1936, of 43.3 per cent in number and 37.2 per cent in retail value. The decline from kiay of this year was less than seasonal. There were 17,949 new vehicles sold for $\$ 18,064,055$ during June as compared with 12,523 at $\$ 13,167,624$ for June, 1936, and 21,531 for $\$ 21,980,324$ during May, 1937.

Cumulative figures for the first half of 1937 totalled 96,756 vehicles at $\$ 97,790,874$ as against 75,380 at $\$ 77,374,713$ for 1936, an increase of 28,4 per cent in number and 26.4 per cent in amolnt. Of the 96,756 vehicles sold this year, 78,352 were passenger cars which retailed at $\$ 78,970,472$ and 18,404 were trucks and buses which sold for $\$ 18,820,402$.

During June, 14,382 new passenger cars were sold in Canada for $\mathbf{~} 14,325,406$, showing gains of 43.7 per cent in number and 39.1 per cent in amount compared with June, 1936. The best improvement in sales was noted in the haritime Provinces where a 77.2 per cent advance over last June was recorded. Nanitoba sales increased 59.5 per cent while those for all other provinces showed large gains.

Comercial vehicles sold during June numbered 3,567 and these retailed at $\$ 3,-$ 738,649 , an improvement over June, 1936, of 41.8 per cent in number and 30.2 per cent in amount. The province of Quebec showed the largest percentage gain over last year in sales of trucks and buses, the increase in number being 72.0 per cent.

These figures are based on reports submitted by twenty-one manufacturing companies which report actual dealers' deliveries to consumers each month. The retail value is calculated from the price paid by an individual purchaser at Canadian point of manufacture and includes sales and excise taxes, charges for standerd accessories, dealer's commission, etc. Freight charges from factory to place of purchase are excluded. In the case of imported vehicles, the value is based on the retail price at the nearest Canadian distributing point and duty is included.
Thousands Number of Now Cars, Trucks and Buses Sold in Canada, 1933-1937


## NEW WOTOR VEHICLE SATES IN CANADA

1235 - 1237.
(Figures for the current year are subject to final revision)

|  | Number of Vehicles |  |  |  | Retail Value |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Month | 1935 | 1936 | 1937 |  | 1935 | 1936 | 1937 | $\%$ of Change, $1937 / 36$ |

New Passenger Cars

| January ..... | 2,857 | 4,747 | 3,522 | +79.5 | 2.868,956 | 4, 837, 962 | 8,731,222 | +80.7 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Fobruary .... | 5,978 | 4,311 | 3,801 | +104.2 | 5,999,505 | 4,477,517 | 8,833,992 | +97.3 |
| Niarch ....... | 9,244 | 9,490 | 13:378 | +4.0 | 7,287,801 | 9,803,704 | 13,526,256 | +38.0 |
| April | 15,401 | 17,380 | 13:070 | - 7.5 | 15,191,248 | 17,756,312 | 16,138,417 | - 9.1 |
| Kay . . | 13,858 | 15,930 | 17,199 | + 8.0 | 13:4,5,025 | 16,216,261 | 17,415,279 | + 7.4 |
| June. | -9,698 | 10,007 | 17,382 | +43.7 | 9,682,678 | 10,295,557 | 14,325,406 | $+39.1$ |
| 6 тов. | 57,036 | 61,865 | 73:352 | +26.6 | 56,525,213 | 63:381,313 | 78,970,472 | +24.6 |
| July . ........ | 6,265 | 6,596 |  |  | 6,282,368 | 5,726,617 |  |  |
| August ...... | 3,950 | 4,396 |  |  | 4,058,147 | 4:560,078 |  |  |
| September ... | 2,593 | 3,123 |  |  | 2, 818,069 | 3,370,382 |  |  |
| October ..... | 2,953 | 3,611 |  |  | 3:255,459 | $4: 002,136$ |  |  |
| November .... | 5,201 | 5:438 |  |  | 5,329,638 | $5,840,843$ |  |  |
| December. | 5,244 | 9,613 |  |  | 5,150,220 | 9,901,543 |  |  |
| 12 mos. .. | 83,242 | 94,642 |  |  | 83,429,114 | 97,782,912 |  |  |

New Trucks and Buses

| January ..... | 615 | 869 | 1,677 | $+93.0$ | 680,722 | 894,934 | 1,755,191 | +96.1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| February .... | 1,253 | 1,162 | 2,065 | +77.7 | 1,255,646 | 1,204,977 | 2,054,159 | +70.5 |
| March ....... | 1,717 | 2,206 | 2.924 | +32.5 | 1, 608,632 | 2,338,669 | 2,895,660 | +23.8 |
| April ....... | 2,766 | 3,465 | 3,839 | +10.8 | 2,773,905 | 3,404,878 | 3,811,698 | +13.9 |
| May ......... | 2,717 | 3,297 | 1,332 | $+31.4$ | 2,843,865 | 3,277,875 | 4,565,045 | +39.3 |
| June ........ | 2,042 | 2,516 | 3.567 | +41.8 | 1,898,613 | 2,872,067 | 3,738,649 | $\begin{array}{r}+30.2 \\ \hline\end{array}$ |
| 6 mos.... | 1.1,120 | 13,515 | 18:404 | +36.2 | 11,061,383 | 13,993,400 | 18,820,402 | +34.5 |
| July ........ | 1,619 | 1,690 |  |  | 1,676,105 | 2,791,982 |  |  |
| August ...... | 1,415 | 1,541 |  |  | 1,428,766 | 1:686,022 |  |  |
| September ... | 1,436 | 1,470 |  |  | 1,486,471 | 1,536,981 |  |  |
| October | 983 | 1,162 |  |  | 266,878 | 1,347,427 |  |  |
| November | 814 | 670 |  |  | 798,974 | 766,472 |  |  |
| December | 842 | 1,069 |  |  | 894.758 | 1,144,101 |  |  |
| 12 mos. | 18,219 | 21,117 |  |  | 18,313,335 | 22,266,385 |  |  |

Total - Cars, Trucks and Buses

| January .... | 3,472 | 5.616 | 10,199 | +81.6 | 3,549,678 | 5,726,896 | 10,486,413 | +83.1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| February .... | 7,231 | 5,473 | 10,866 | +98.5 | 7,255,151 | 5:682,404 | 10,888,151 | +91.6 |
| March ....... | 10,961 | 11,696 | 16,302 | $+39.4$ | 10,896,433 | 12,142,373 | 16,421,816 | +35.2 |
| April ........ | 18,167 | 20,845 | 19,909 | - 4.5 | 17.965,153 | 21,161,190 | 19,950,115 | - 5.7 |
| May ......... | 16,575 | 19,227 | 2う. 531 | $+12.0$ | 16,338:890 | 19,494,136 | 21,980,324 | +12.8 |
| June . . . . . | 11,740 | 12,523 | 17,949 | +43.3 | 12:581,291 | $13.167,624$ | 18,064,055 | + 37.2 |
| 6 mos. | 68,146 | 75,380 | 96,756 | +28.4 | 67,586,596 | 77,374,713 | 27, 730,97. | +26.4 |
| July ........ | 7,884 | 8,286 |  |  | 7,958,473 | 8,518,599 |  |  |
| August ...... | 5,365 | 5,937 |  |  | 5,496,913 | 6,246,100 |  |  |
| September ... | 4,029 | 4,593 |  |  | 4,304,540 | 4,907,363 |  |  |
| October ..... | 3,936 | 4,773 |  |  | 4,222,337 | $5,349,563$ |  |  |
| November . ... | 6,015 | 6,208 |  |  | 6,128,612 | $6,607,315$ |  |  |
| December . | 6,086 | 10,682 |  |  | 6,044,978 | 11,045,644 |  |  |
| 12 mов. .. | 101,461 | 115,759 |  |  | 101,742,449 | 120,049,29? |  |  |




| Month |  | $C A N A D A$ |  |  |  | MAR I T M $\mathrm{MES}^{\text {S }}$ |  |  |  | - E B E C |  |  |  | 0 NTARI |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | $\%$ Dom. Total | Retail <br> Value | $\begin{array}{\|l\|} \hline \% \text { Dom } \\ \text { Total } \end{array}$ | No. | \% Dom. Total | Retail Value | \% Dom. Total | No. | \% Dom Total | Retail <br> Value | \% Dom. Total | No. | \% Dom. Total | Retail Value | $\%$ Dom. Total |
| April | 1936 | 3,465 | 100.0 | ¢3,404,878 | 100.0 | 512 | 14.8 | \$499,911 | 14.7 | 740 | 21.3 |  |  |  |  |  |  |
| April | 1937 | 3,839 | 100.0 | 3,811,698 | 100.0 | $638$ | 16.6 | $642,573$ | 16.9 | 837 | 21.8 | $\begin{aligned} & 766,599 \\ & 856,915 \end{aligned}$ | 22.5 22.5 | 1,318 1,160 | $\begin{aligned} & 38.0 \\ & 30.2 \end{aligned}$ | $\begin{array}{r} 1,274,277 \\ 1,136,191 \end{array}$ | $\begin{aligned} & 37.4 \\ & 29.8 \end{aligned}$ |
| \% of Change | 1936-7 | +10.8 | - | $+11.9$ | 100.0 | $+24.6$ | 16.6 | $+28.5$ | 16. | +13.1 | 21. | +11.8 | 22.5 | -12.0 | 30.2 | $\begin{array}{r} 6,191 \\ -10.8 \end{array}$ | 29.8 |
| is ${ }^{\text {y }}$ | 1936 | 3,297 | 100.0 | 3,277,875 | 100.0 | 493 | 15.0 | 502,660 | 15.3 | 649 | 19.7 | 675,942 | 20.6 |  |  |  |  |
| liay | 1937 | 4,332 | 100.0 | 4,565,045 | 100.0 | 740 | 17.1 | 739,275 | 16.2 | 1,154 | 26.6 | 1,301,082 | 28.5 | 1,178 1,250 | 35.7 28.9 | $\begin{aligned} & 1,164,244 \\ & 1,259,608 \end{aligned}$ | 35.5 27.6 |
| \% of Change | 1936- | +31.4 | - | +39.3 | - | $+50.1$ |  | +47.1 |  | +77.8 |  | $\begin{array}{r}1,301,082 \\ +92.5 \\ \hline\end{array}$ | 28.5 | $1,2.1$ +6.1 | 28 | $1,259.608$ +8.2 | 27. |
| June | 1936 | 2,516 | 100.0 | 2,872,067 | 100.0 | 355 | 14.1 |  | 12.9 | 492 | 19.6 |  |  |  |  |  |  |
| June | 1937 | 3,567 | 100.0 | 3,738,649 | 100.0 | 560 +57 | 15.7 | 551,896 | 14.8 | 492 846 | 19.6 23.7 | $\begin{aligned} & 645,244 \\ & 928,800 \end{aligned}$ | 22.5 24.8 | 913 1,198 | 36.3 33.6 | $1,052,848$ $1,259,098$ | 36.7 33.7 |
| \% of Change | 1936-7 | $+41.8$ | - | $+30.2$ | - | $+57.7$ | , | $\begin{array}{r}+49.1 \\ \hline\end{array}$ | - | +72.0 | 23.7 | $\begin{array}{r}+43.9 \\ \hline\end{array}$ | 24. | $1,1.8$ +31.2 | 33.6 | $1,259,08$ +19.6 | 33.7 |
| Jan.-June | 1936 | 13,515 | 100.0 | 13,993,400 | 100.0 | 1,734 | 12.9 | 1,736,122 | 12.4 | 2,623 | 19.4 |  | 21.2 |  |  |  |  |
| Jan. -June | 1937 | 18,404 | 100.0 | 18,820,402 | 100.0 | 2,678 | 14.5 | 2,644,849 | 14.1 | 4,213 | 22.9 | 4,532,768 | 24.1 | 5.364 6,706 | 39.7 36.4 | $\begin{aligned} & 5,496,382 \\ & 6,725,666 \end{aligned}$ | 39.3 35.7 |
| \% of Change | 1936-7 | +36.2 | - | $+34.5$ | - | +54.4 | - | +52.3 | - | +60.6 | - | +53.0 | - | +25.0 | - | +22.4 | 35. |



| Lionth |  | - No. | $\left[\begin{array}{l} \% \text { Dom } \\ \text { Total } \end{array}\right.$ | $\begin{aligned} & \frac{A}{\text { Retail }} \\ & \text { Value } \end{aligned}$ | $\begin{aligned} & \% \text { Dom } \\ & \text { Total } \end{aligned}$ | No. |  | Retail <br> Value | \% Dom. Total | No. | \% Dom. Total |  | \% Dom. Total | No |  | $\left[\begin{array}{c} \text { ARI } \\ \begin{array}{l} \text { Retail } \\ \text { Value } \end{array} \\ \hline \end{array}\right.$ | $\begin{aligned} & \% \text { Dom } \\ & \text { Total } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| April | 1936 | 20,845 | 100.0 | \$21.361s, 190 | 100.0 | 2,100 | 10.7 | -2,084,536 | 9.8 | 5,283 | 25.3 | \$5,501,963 | 26.0 | 8,070 | 43.5 |  | 43.4 |
| April | 1937 | 19,909 | 100.0 | 19,950,115 | 100.0 | 2,096 | 10.5 | 2,068,731 | 10.4 | 4,086 | 20.5 | 4,188,481 | 21.0 | 8,225 | 41.3 | -8,278,940 | 43.4 41.5 |
| \% of Change | 1936-7 |  | - | - -5.7 | - |  |  | -0.8 | - | -22.7 | . | -23.9 | 21.0 | 8,225 -9.3 | 41.3 | - 278 -9.9 | 41.5 |
| May | 1936 | 19,227 | 100.0 | 19,494,136 | 100.0 | 1,957 | 10.2 | 1,966,877 | 10.1 | 3,659 | 19.0 | 3,789,172 | 19.4 | 8,910 |  |  |  |
| May | 1937 | $21,531$ | 100.0 | 21,980,324 | 100.0 | 2,355 | 10.9 | 2,344,267 | 10.7 | 5,054 | 23.5 | 5,331,109 | 19.4 24.2 | 8,910 | 46.4 39.8 | $\begin{aligned} & 9,085,419 \\ & 8,699,530 \end{aligned}$ | $\begin{aligned} & 46.6 \\ & 39.6 \end{aligned}$ |
| \% of Change | 1936-7 | +12.0 |  | $+12.8$ | - | +20.3 | - | +19.2 | - | +38.1 | - | $5,30.7$ | 24.2 | -3.7 | 38.8 | $+6)$ -4.2 | 39.6 |
| June | 1936 | 12,523 | 100.0 | 13,167,624 | 100.0 | 1,201 | 9.6 | 1,225,836 | 9.3 | 2,211 | 17.7 | 2,452,718 | 18.6 | 5,823 | 46.5 |  | 46.8 |
|  | 1937 | 17,949 | 100.0 | 18,064,055 | 100.0 | 2,059 | 11.5 | 2,041,347 | 11.3 | 3,358 | 18.7 | 3,462,406 | 19.2 | 7,877 | 43.9 | $7,930,727$ | 43.9 |
| \% of Change | 1936-7 | +43.3 | - | $+37.2$ | - | +71.4 | - | +66.5 | - | +51.9 | - | +41.2 | - | +35.3 | - | +28.7 |  |
| Jan.-June | 1936 | 75,380 | 100.0 | 77,374,713 | 100.0 | 6,859 | 9.1 | 6,877,454 | 8.9 | 16,035 | 21.3 | 17,037,266 |  | 34,779 | 46.1 |  |  |
| Jan.-June | 1937 | 96,756 | 100.0 | 97,790,874 | 100.0 | 9,428 | 9.8 | 9,335,146 | 9.6 | 20,348 | 21.0 | 21,141,320 | 21.6 | 43,637 | 45.1 | $35,734,071$ $44,012,666$ | 46.2 45.0 |
| \% of Change | 1936-7 | +28.4 | - | +26.4 | - | +37.5 | - | +35.7 | - | +26.9 | - | +24.1 | - | +25.5 | . | +23.2 | 45.0 |


| Month |  | $\begin{aligned} & \frac{H}{H} \frac{N}{N} \text { Nom. } \\ & \text { Total } \end{aligned}$ | $\begin{aligned} & \text { TOB A } \\ & \frac{\text { Retail }}{\text { Value }} \end{aligned}$ | \% Dom. Total | S <br> No. | $\begin{aligned} & \text { S KA } \\ & \% \text { Dom } \\ & \text { Tutal } \end{aligned}$ | Retail Value | \% Dom. Total | No. | \% DOM. Total | Retail Value | \% DoIm. Totel | No. | \% Dom. Total | Retail <br> Value |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| April 1936 | 945 | 4.5 | \% 925,165 | 4.4 | 708 | 3.4 | \% 685,005 | 3.2 |  |  |  |  |  |  |  |  |
| April 1937 | 1,233 | 6.2 | 1,226,903 | 6.2 | $1,456$ | 7.3 | $1,421,339$ | 3.2 7.1 | $\begin{aligned} & 1,360 \\ & 1,329 \end{aligned}$ | 6.6 6.7 | $\Psi 1,366,995$ $1,284,954$ | 6.5 6.4 | $\begin{aligned} & 1,379 \\ & 1,484 \end{aligned}$ | 6.6 7.5 | $\begin{array}{r} \Psi 1,407,901 \\ 1,480,767 \end{array}$ | $\begin{aligned} & 6.7 \\ & 7.4 \end{aligned}$ |
| \% of Change 1936-7 |  |  | $\begin{array}{r}+32.6 \\ \hline\end{array}$ | - | $+105.6$ | . | $+107.5$ | 1.1 | 1,328 -2.3 | 6.7 | $1,284,954$ -6.0 | 6.4 | $\begin{array}{r} 1,484 \\ +\quad 7.6 \end{array}$ | 7.5 | $\begin{array}{r} 1,480,767 \\ +\quad 5.2 \end{array}$ | $7.4$ |
| May 1936 | 1,107 | 5.8 | 1,096,389 | 5.6 | 1,065 | 5.5 | 1,029,440 |  | 1,217 |  |  | 6.2 |  |  |  |  |
| Lay 1937 | $1,529$ | 7.1 | 1,515,281 | 6.9 | 1,482 | 6.9 | 1,458,529 | 6.6 | $1,253$ | 6.3 5.8 |  | 6.2 5.7 |  | 6.8 6.0 | $\begin{aligned} & 1,321,701 \\ & 1,377,075 \end{aligned}$ |  |
| \% of Change 1936-7 | +38.1 | - | +38.2 | - | +39.2 | - | $1,41.7$ | 6.6 | 1,253 +3.0 | 5.8 | $1,254,533$ +4.1 | 5.7 | 1,282 -2.3 | 6.0 | $\begin{array}{r} 1,377,075 \\ +4.2 \end{array}$ | 6.3 |
| $\begin{array}{ll}\text { June } \\ \text { June } & 1936\end{array}$ | 726 | 5.8 | 720,201 | 5.5 | 741 | 5.9 | 725,576 | 5.5 | 817 | 6.5 | 808,084 | 6.1 | 1,004 | 8.0 |  |  |
| June $\%$ of Change 1937 1936-7 | 1,086 | 6.0 | 1,074,995 | 6.0 | 1,125 | 6.3 | 1,089,613 | 6.0 | 1,114 | 6.2 | 1,103,124 | 6.1 | $1,330$ | 7.4 | 1,361,843 | 8.2 7.5 |
| \% of Change 1936-7 | +49.6 | - | $+49.3$ | - | +51.8 | - | $+50.2$ | - | +36.4 |  | +36.5 | - | +32.5 | . 4 | $1,361,843$ +27.0 |  |
| Jan.-June 1936 | 3,618 | 4.8 | 3,586,791 | 4.6 | 3,128 | 4.1 | 3,042,625 | 3.9 | 4,806 | 6.4 | 4,780,905 | 6.2 | 6,155 | 8.2 | 6,315,601 |  |
| Jan.-June 1937 $\%$ of Change 1936-7 | 5,322 | 5.5 | 5,289,629 | 5.4 | 5,342 | 5.5 | 5,221,758 | 5.3 | 5,596 | 5.8 | 5,517,896 | 5.7 | 7,083 | 7.3 | $6,315,601$ $7,272,459$ | $\begin{aligned} & 8.2 \\ & 7.4 \end{aligned}$ |
| \% of Change 1936-7 | +47.1 | - | $+47.5$ | - | +70.8 | - | +71.6 | - | $+16.4$ | - | +15.4 | - | +15.1 |  | 15.2 | 1.4 |

(x) Includes passenger cars, trucks and buses.
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