Dominion Statistician:
Chiof, Internal Trade Branch:

## Statよatician:

 R.H. Coats, LL.D., F.R.S.C., F.S.S. (Hon.) Horbert Marshall, B.h., F.S.S.Vol. IX - No. 1 i., C. Steedman, B.f.

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## 

Sales of new motor vehiclos in Canada in January, 1941, excluding deliverios to the sovernment for var purposes, were 9 per cent lower in number than in January, 1940, but the retail value of new vehicle sales was 1 per cent above last year. There wera 8,006 new motor* vehicles valued at $\$ 10,012,591$ sold in Januery this year compared with 8,774 units which sold for $\$ 9,892,263$ in January a year ago.

This decline in totel new vehicle sales was a result of the drop in sales of passenger cers in January this year compared with last. There were 5,727 new passenger oars rotailed for $67,253,956$ in January, 1941, down 15 per cont in number and 2 per cont in value from the 6,738 new passenger cars which sold for $7,432,432$ in January, 1940. The greater percentage decline in number of units sold than in retail selling value is a reflection of the increase in the price of nev passenger vehicles conseguent upon the revision in taxation schodules. The retail seliine price of all new passenger vehicies averaged 15 per cent higher in January, 1941 than in January, 1940. The decrease from January last yoar was general thraughout the country with the exception of the Maritime Provinces where sales were up 23 per cent. British Columbia sales vere down only 1 per cent while Quebec reported a drop of 7 per cent and Ontario seles were down 12 per cent. ilberta sales decreased 32 per cent and Saskatchewan 36 per cent, while in lianitoba, new passenger car sales dropped 52 per cent below January last year. The decreases shown for Manitobs and Saskatchevan may be attributed to the high level of purchasing in January last year when sales vere 180 per cent and 303 per cent respectively above January of 1939.

A gain of 12 per cont in both number and rotail value was recorded in sales of new trucks and buses in January this year compared with last. There were 2,279 now trucks and buses valued at $22,758,635$ sold in January, 1941, while in Jenuary, 1940, 2,036 comercial vehicles retailed for $32,459,831$. Sales in the Maritime Provinces in January, 1941 were 53 per cent above January, 1940; in illberta there was an increase of 41 per cent; in Ontario, 26 per cent und in B. C., 25 per cent. Sales in oueboc were down 7 por cent from last year; in Saskatchowan, 29 por cent, while in Manitoba sales were 43 per cent below 1940 .

(Piguras for the current year are subject to final revision)

| 3onth | Number of Vehicles |  |  |  | Retail Value |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 1939 | /1940 | 1941 | \% of Change, 194140 | 1939 | ¢1940 | 1941 |  |
|  |  |  |  |  | \$ | \$ | \$ |  |
| New Passenger Cars |  |  |  |  |  |  |  |  |
| January .... | 4,795 | 6,738 | 5,727 | - 15.0 | 5,208,101 | 7,432,432 | 7,253,956 | - 2.4 |
| February ... | 4,507 | 7,780 | 5,72 | - 150 | 4,824,522 | 8,575,959 | 1,253,956 | - 2.4 |
| March ...... | 7,998 | 10,481 |  |  | 8,551,808 | 11,509,313 |  |  |
| April ..... | 14,255 | 15,453 |  |  | 15,199,487 | 16,971,449 |  |  |
| May . ....... | 14,334 | 16,646 |  |  | 15,322,041 | 18,245,541 |  |  |
| June ....... | 8,620 | 12,604 |  |  | 9,117,587 | 13,924,757 |  |  |
| July ....... | 5,826 | 4,542 |  |  | 6,169,562 | 5,177,521 |  |  |
| August ..... | 3,672 | 2,755 |  |  | 3,951,690 | 3,247,281 |  |  |
| Soptember . | 4,948 | 3,572 |  |  | 5,447,746 | 4,372,197 |  |  |
| October | 5,682 | 4,827 |  |  | 6,252,431 |  |  |  |
| November . . | 7,613 | 7,616 |  |  | 8,517,726 | 9,101,223 |  |  |
| December ... | 7,804 | 8,775 |  |  | 8,568,427 | 10,550,425 |  |  |
| 12 months | 90,054 | 101,789 |  |  | 97,131,128 | 114,928,833 |  |  |

New Trucks and Buses

| January ... | 1,140 | 2,036 | 2,279 | $+11.9$ | 1,414,762 | 2,459,831 | 2,758,635 | + 12.1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| February ... | 1,185 | 2,054 |  |  | 1,519,869 | 2,395,588 |  |  |
| March ...... | 2,195 | 2,515 |  |  | 2,567,669 | 2,875,350 |  |  |
| April ...... | 3,113 | 3,381 |  |  | 3,553,479 | 3,866,451 |  |  |
| May . ....... | 3,503 | 3,961 |  |  | 3,982,821 | 4,557,609 |  |  |
| June . ...... | 2,338 | 2,950 |  |  | 2,740,190 | 3,401,780 |  |  |
| July ....... | 2,057 | 2,276 |  |  | 2,325,584 | 2,585,809 |  |  |
| August ..... | 2,494 | 2,244 |  |  | 2,803,982 | 2,587,693 |  |  |
| September .. | 1,808 | 2,011 |  |  | 2,177,209 | 2,404,089 |  |  |
| October .... | 1,219 | 1,665 |  |  | 1,502,242 | 2,155,441 |  |  |
| November ... | 1,607 | 1,525 |  |  | 1,873,263 | 1,985,032 |  |  |
| December ... | 2,040 | 2,145 |  |  | 2,375,323 | 2,641,772 |  |  |
| 12 months.. | 24,693 | 28,763 |  |  | 28,836,393 | 33,916,445 |  |  |

TOTAL - Cars, Trucks and Buses

| January | 5,935 | 8,774 | 8,006 | - 8.8 | 6,622,863 | 9,892,263 | 10,012,591 | + 2.2 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| February | 5,692 | 9,834 |  |  | 6,344,391 | 10,971,547 |  |  |
| March | 10,193 | 12,996 |  |  | 11,119,477 | 14,384,663 |  |  |
| April | 17,368 | 18,834 |  |  | 18,752,966 | 20,837,900 |  |  |
| May | 17,837 | 20,607 |  | - | 19,304,862 | 22,803,150 |  |  |
| June | 10,958 | 15,554 |  |  | 11,857,777 | 17,326,537 |  |  |
| July | 7,883 | 6,818 |  |  | 8,495,146 | 7,763,330 |  |  |
| August | 6,166 | 4,999 |  |  | 6,755,672 | 5,834,974 |  |  |
| Soptember | 6.756 | 5,583 |  |  | 7,624,955 | 6,776,286 |  |  |
| October. | 6,901 | 6,492 |  |  | 7,754,673 | 7,976,176 |  |  |
| November | 9,214 | 9,141 |  |  | 10,390,989 | 11,086,255 |  |  |
| December | 9,844 | 10,920 |  |  | 10,943,750 | 13,192,197 |  |  |
| 12 months | 114,747 | 130,552 |  |  | 125,967,521 | 148,845,278 |  |  |

-Revised.




[^0]SALES OE NEA PRUCNS AND BUSES TN CANADA, BY PROVINCES

| Month | CANADA |  |  |  | MATITTM PROVINCES |  |  |  | QU B E |  |  |  | $0 \mathrm{NT} A \mathrm{RI} \mathrm{O}$ |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | No. | Total | Value | Total | No. | \% Dora. <br> Total | Retail <br> Value | \% Dom. <br> Total | 0. | Dom. Total | Retail <br> Value | \% Dom. Total | 0. | \%Dom. | Retail <br> Value |  |
|  |  |  | \% |  |  |  | ¢ |  |  |  | \$ |  |  |  |  |  |
| November, 1939 | 1,601 | 100.0 | 1,873,263 | 100.0 | 117 | $7 \cdot 3$ | 130,889 | 7.0 | 251 | 15.7 |  | 18.1 |  |  |  |  |
| November, 1940 \% Change, $1940 / 39$ | 1,525 -4.7 | $100 \cdot 0$ | $1,985,032$ +6.0 | 100.0 | 127 +8.5 | 8.3 | 158,764 +21.3 | 8.0 | 241 -244 -2.8 | 16.0 | 389,064 -15.0 | 14.6 | 590 -588 -0.3 | 36.9 38.5 | 716,239 840,544 +17.4 | $\begin{aligned} & 38.2 \\ & 42.3 \end{aligned}$ |
| December, 1939 | 2,040 | 100.0 | 2,375,323 | 100.0 | 216 | 10.6 | 227,279 | 9.6 | 237 | 11.6 | 319,923 | 13.5 | 834 |  |  |  |
| December, 1940 <br> \% Change, 1940/39 | 2,145 $+\quad 5.1$ | 100:0 | 2,641,772 | 100.0 | 199 | $9 \cdot 3$ | 239,978 | 9.1 | 343 | 16.0 | 411,971 | 25.6 | 996 | 46.4 | $\begin{array}{r} 992,843 \\ 1,273,925 \end{array}$ | $\begin{aligned} & 41.8 \\ & 48.2 \end{aligned}$ |
| January, 1940 | 2,036 | 100.0 | 2,459,831 | 100.0 | 220 | 10.8 | 243,612 | 9.9 | 283 | 13.9 | 440,445 | 17.9 | 744 |  |  |  |
| January, 1941 \% Change, 1941/40 | 2,279 +71.9 | 100:0 | 2,758,635 | 100:0 | 337 | 14.8 | 368,697 | 13.4 | 262 | 11. 5 | 329,737 | 12.0 | 938 | 41.2 | 1,183,363 | $\begin{aligned} & 35.5 \\ & 42.9 \end{aligned}$ |
|  | +11.9 | - | +12.1 | - | 153.2 | - | +51.3 | - | - 7.4 | - | -25.1 | - | +26.1 | - | +35.6 | - |


| Ionth |  |  | T O B <br> $\begin{array}{l}\text { Retail } \\ \text { Ualue }\end{array}$ | FDom. <br> Total | No. | $\%$ Dom. Total | Retail Value | /Dom. <br> Total |  |  |  | Dom. Total |  | \% 10 m . Total | Retail Value | \%Dom. Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { November, } 1939 \\ & \text { November, } 1940 \\ & \% \text { Change, } 1940 / 39 \end{aligned}$ | $\begin{array}{r} 106 \\ 93 \\ -12.3 \end{array}$ | $\begin{aligned} & 6.6 \\ & 6.1 \end{aligned}$ | $\begin{array}{r} 111,631 \\ 102,613 \\ -8.1 \end{array}$ | $\begin{array}{r\|r} 6.0 \\ 5.2 & 220 \\ - & -25.5 \end{array}$ |  |  | . |  |  |  | 2 |  |  |  | $\gamma$ |  |
|  |  |  |  |  |  | 13.7 | 220,133 | 21.8 | 204 | 12.7 | 228,341 | 12.2 | 113 | 7.1 | 125,955 | 6.7 |
|  |  |  |  |  |  | 10.8 | 176,396 | 8.9 | 189 | 12.4 | 224,917 | 11.3 | 120 | 7.9 | 192,734 | 6.7 9.7 |
|  |  |  |  |  |  | - | -19.9 | - | - 7.4 | - | -1.5 | 11. | $+6.2$ | 7. | 1 +53.0 | 0.7 |
| December, 1939 | 105 | 5.1 | 114,985 | 4.8 | 238 | 11.7 | 240,041 | 10.1 | 257 | 12.6 | 307,112 |  |  |  |  |  |
| December, 1940 | 113 | 5.3 | 137,715 | 5.2 | 159 | 7.4 | 165,897 | 6.3 | 192 | 8.9 | 217,832 | 8.2 | 143 | 7.5 6.7 | 173,140 194,454 | 7.3 7.4 |
| \% Change, 1940/39 | $+7.6$ | - | +19.8 | - | $-33.2$ | - | -30.9 | - | $-25.3$ | - | -29.1 | - | - 6.5 | - | +12.3 | $7 \cdot 4$ |
| January, 1940 | 201 | 9.9 | 220,437 | 9.0 | 251 | 12.3 | 271,540 | 11.0 |  | 9.0 |  |  |  |  |  |  |
| January, 1941 | 114 | 5.0 | 143,167 | 5.2 | 178 | 7.8 | 193,495 | 71.0 | 258 | 11.3 | 205,096 | 8.3 10.9 | 154 192 | 7.6 8.4 | 205,758 238,391 | 8.4 8.6 |
| \% Change, 1941/40 | $-43 \cdot 3$ |  | $-35.1$ | - | $-29.1$ | - | $-28.7$ | - | +41.0 | - | +47.1 | - | $+24.7$ | - | $+15.9$ | 8.6 |

SALES OF NEH MOTOR VEHICLES( $x$ ) IN CANADA, BY PROVINGES

| lionth | $C A N A D A$ |  |  |  | Q U E E |  |  |  |  |  |  |  | 0 N T A I O |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | \%Dom. <br> Totsl | $\begin{aligned} & \text { Retail } \\ & \text { Valus } \end{aligned}$ | \%Dom. <br> Total | No. | \%Dom. <br> Total | $\begin{aligned} & \text { Retail } \\ & \text { Value } \end{aligned}$ | Dom. <br> Total | No. | \% Dom. Total | Retail Value | \%Dom. Total | No. | \%DOm. <br> Total | Retail Value | \%Dom. Total |
|  |  |  | ¢ |  |  |  | ¢ |  |  |  | 4 |  |  |  | \% |  |
| November, 1939 | 9,214 | 100.0 | 10,390,989 | 100.0 | 503 | 5.5 | 547,308 | 5.3 | 1,446 | 15.7 | 1,755,380 | 16.9 | 4,243 | 46.0 | 4,829,320 | 46.4 |
| November, 1940 \% Change, $1940 / 39$ | 9,141 -0.8 | 100:0 | $11,086,255$ +6.7 | 100:0 | $\begin{array}{r} 623 \\ +23.9 \end{array}$ | 6.8 | 735,880 +34.5 | 6.6 | 1,565 +8.2 | 17.1 | $1,947,154$ +10.9 | 17.6 | 4,596 +8.3 | 50.3 | $5,586,632$ +15.7 | 50.4 |
| Decemver, 1939 | 9,844 | 100.0 | 10,943,750 | 100.0 | 570 | 5.8 | 598,394 | $5 \cdot 5$ | 1,171 | 11.9 | 1,439,936 | 13.2 | 4,842 | 49.2 | 5,395,088 | 49.3 |
| December, 1940\% Change, 1940/39 | 10,920 | 100:0 | 13,192,197 | 100:0 | - 513 | 4.7 | 615,846 | 4.7 | 1,866 | 17.1 | 2,288,026 | 17.4 | 5,631 | 51.5 | 6,840,496 | 51.9 |
|  | +10.9 | - | $+20.5$ | - | -10.0 | - | + 2.9 | - | +59.4 | - | +58.9 | - | +16.3 | - | +26.8 | - |
| January, 1940 | 8,774 | 100.0 | 9,892,263 | 100.0 | 612 | 7.0 | 666,274 | 6.7 | 1,139 | 13.0 | 1,460,448 | 14.8 | 4,107 | 46.8 | 4,564,852 | 46.1 |
| Jenuary, 1941 | 8,006 | 100:0 | 10,012,591 | 100.0 | 818 | 10.2 | 977,609 | 9.8 | 1,055 | 13.2 | 1,374,411 | 13.7 | 3,911 | 48.9 | 4,936,967 | 49.3 |
|  | -8.8 | - | +1.2 | - | $+33 \cdot 7$ | - | +46.7 | - | -7.4 | - | - 5.9 | - | - 4.8 | - | +8.2 | - |


| lionth | No. | 7. Dom. Total | Retail Value | \% Dom. Total | No. | 5 Dom. Total | Retail Value | \%Dom. Total |  | \%D om. Total | Retail <br> Value | \%Dom. Total | No. | \%Dom. Tots 1 | Retril Value | $\begin{aligned} & \text { Fome } \\ & \text { Total } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| November, 1939 | 513 | 5.6 | 558,127 | 5.4 | 920 | 10.0 | 967,944 | 9.3 | 987 | 10.7 | 1,070, 0.01 | 10.3 | 602 | 6.5 | 662.909 | 6.4 |
| Nuvember, 1940 | - 402 | 4.4 | 476,239 | $4 \cdot 3$ | 599 | 6.6 | 678,861 | 6.1 | 725 | 7.9 | 860,390 | 7.8 | 631 | 6.9 | 801,099 | 7.2 |
| \% Change, 1940/39 | $-21.6$ | - | $-14.7$ | - | -34.9 | - | -29.9 | - | -26.5 | - | -19.6 | - | $+4.8$ | - | +20.8 | - |
| December, 1939 | 578 | 5.9 | 629,141 | 5.7 | 876 | 8.9 | 917,305 | 8.4 | 1,052 | 10.7 | 1,143,567 | 10.4 | 755 | 7.6 | 820,319 | 7.5 |
| December, 1940 | 516 | 4.7 | 624,676 | 4.7 | 620 | $5 \cdot 7$ | '704,163 | 5.3 | 893 | 8.2 | 1,045,072 | 7.9 | 881 | 8.1 | 1,073,918 | 8.1 |
| \% Change, 1940/39 | -10.7 | - | -0.7 | - | -29.2 | - | $-23.2$ | - | -15.1 | - | - 8.6 |  | $+16.7$ | - | +30.9 |  |
| İnuary, 1940 | 763 | 8.7 | 821,523 | 8.3 | 690 | 7.8 | 743,758 | 7.5 | 790 | 9.0 | 858,443 | 8.7 | 673 | 7.7 | 776,965 | 7.9 |
| canuary, 1941 | 384 | 4.8 | 481,562 | 4.8 | 460 | 5.7 | 546,313 | 5.5 | 671 | 8.4 | 824,456 | 8.2 | 707 | 8.8 | 871,273 | 8.7 |
| \% Change, 1941/40 | $-49.7$ | - | -41.4 | - | $-33 \cdot 3$ | - | $-26.5$ | - | -15.1 | - | - 4.0 | - | $+5 \cdot 1$ | - | +12.1 | - |

[^1]
[^0]:    

[^1]:    (x) Includes passenger cars, trucks and buses

