DOMINION BUREAU OF STATISTICS<br>MERCHANDISING AND SERVICES STATISFICS<br>OTTAWA, CANADA

# NEW MOTOR VEHICLE SALES 

AND

## MOTOR VEHICLE FINANCING

IN

## CANADA

1946
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## DEDMUTIONS

1. RETALL VALH:
is the rrice pasa iy ar izdividual purchaser at the Canadian point of manufacture and includes sales anc excise taxes, charges for standerd accessories, dealer's commission, etc. Duty is included in the retarl value of imported vehicles. Freight chares from the factory to place of purchase are excluded.

13 a tem whioh is oocessonaliy usedt for convenience in sone parts of this report and is synonymous with the term "trucks and buses", which is used more frequently. Passencer models used for commeroial purposes, such as taxis, are classificed with passencer vohicles.

15 the defersed portion of the purchase price together with in nance chareses and insurance.

Surmary of 1946 Results:- In the first full post-war year of new motor vehicle output, sales rose sharply to approach the pre-war level. A total of 12,0,044 new passenger and commercial vehicles retailed for $\$ 193,329,005$ in 1946. The total number of vehicles sold was surpassed only in the years 1937, 1938 and 1940. The peak year in the series was 1937 when 144,441 new vehicles were sold for $\$ 149,170,527$. Retail value of the sales made in 1946, however, was far in excess of that for the larger number of vehicles sold in 1937.

Passenger models included in the 1946 totals numbered 77,742 and had a retail value of $\$ 102,325,496$. The number of passenger car sales was exceeded in all years from 1935 to 1941, and it was the comparatively high volume of truck and bus sales made in 1946 which raised total volume for last year to the near-peak level. There were 42,302 trucks and buses sold for $\$ 73,003,509$ in 1946 .

Seasonal patterns:- The seasonal pattern of sales characteristic of the 1930's, with a high concentration of sales in the months from March to June each year, was not clearly apparent in 1946. In the face of an unprecedented demand, the supply of new vehicles made available was the determining factor in sales. Seasonal influences were of little consequence, therefore, and sales exhibited an upward tendency throughout most of the year. These features are illustrated in the accompanying chart which shows the seasonal pattern of new pessenger car seles for 1946 and for the four-year period, 1937-1940. As may be seen from the chart, volume was rather low in the early months of 1946 when production was just getting under way. Steady upward progress was sustained over the year, except for a slackening in the summer months when work stoppages, particularly that in the steel industry, forced a slowdown in motor vehicle production schedules.


Purchase Prices:- The average purchase price of nev motor vehicles was considerably higher in 1946 than in any previous year for which a measurement has been made, reaching $\$ 1,548$ for passenger cars and $\$ 1,726$ for commercial vehicles. In prewar years, the average selling price of passenger cars had fluctuated within the $\$ 1,000$ to $\$ 1,100$ range (see accompanying chart). There was a tendency for the average purchase price to move in an upward direction throughout the years 1932 to 1940, but the sharpest rise occurred in 1941 when the average reached $\$ 1,302$. Increases were more gradual in 1942 and 1943. No average selling prices of motor cars are avaflable for 1944 and 1945, but in 1946 the figure had moved up to $\$ 1,548$.

# DOMINION BUREAU OF STATISTICS 

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SATES AND FINANCING OF MOTOR VEHICLES IN CANATA, 1946

## Introduction

With increasing activity in the motor vehicle field, much interest in motor vehicle statistics has been revived in recent months. This report, therefore, sumarizes the available data on the retail sales of new motor vehicles and the financing of new and used motor vehicles. Due to the sharp curtailment of motor vehicle distribution during the war years, the publication of annual bulletins was discontinued after that for 1940. The present report contains 1946 results in detail and, for comparative purposes, outlines significant data for past years. Efforts were made, in designing the tables and charts which follow this review, to feature trend information.

## Sources and Scope of statistics

Statistics on new motor vehicle sales are compiled monthly from reports provided by Canadian head offices of companies manufacturing or assembling in Canada, and from external head offices or Canadian distributing centres in the case of imported vehicles. The series was instituted in 1932, but the collection of information was suspended during 1944 and 1945. Records of releases from the Government's reserve bank: have been used for these two years to bridge the gap between the former and the present series. In 1946, the Bureau reinstituted monthly statistics on new motor vehicle sales using the same sources as in the earlier period.

Retail deliveries are reported separately for both passenger and commercial vehicles, by provinces. Motor vehicles sold to the Government for war purposes are not included in the published results.

Canadian finance companies report to the Bureau the number and financed value of new and used motor vehicles financed, by provinces, each month. This series has been maintained continuously since 1929. Prior to 1946, no distinction was made between passenger and commercial models, but these are now reported separately and are summarized for 1946 in this publication. Re-financing is not reported.

Prices were undoubtedly considerably higher, even for comparable models, in 1946 than in the late 1930's. However. if a hiaher provortion of more expensive cars was sold in 1946, increases reflected by the comparative purchase prices mentioned may be affected slightly. Then, too, the price factor has been affected by changes in excise tax rates on new automobiles. Although the high rates in effect during the war were reduced substantially in 1945, they remained in 1946 somewhat above the rates prevailing prior to June, 1940 when the first wartime tax scele increase took place. From May, 1936 to June, 1940, there was no excise tax on vehicles whose net wholesale value was not above $\$ 650$, and the tax was but $5, \%$ on any excess over $\$ 650$. In 1946, there was a straight $10 \%$ excise tax on the wholesale net price of all new passenger cars. It is somewhat difficult to determine the comparative effects of these tax rates on prices. on cars which sold for the average price of $\$ 1,100$ in 1938, the excise
 tax would be in the vicinity of $\$ 10$. of the $\$ 1,550$ which was spent on the average new car in 1946, it is estimated that the amount of excise tax included amounted to about $\$ 100$.

Since 1932, purchase prices of new trucks and buses have risen more sharply than those for passenger cars. There is, however, a much wider price range in these and at least a part of this increase may be acoounted for by greater outpat of heavier and improved types of transport vehicles, trucks and buses.

## Motor Vehicle Financing

With the reappearance of new vehicles on the retail market, operations of finance companies in the motor vehicle field expanded considerably in 1946. Nevertheless, the number of new vehicles financed in 1946 did not approach pre-war volume as closely as did the sales of new vehicles. This condition is largely a reflection of a much higher proportion of cash purchases in 1946 than formerly. It should be pointed out, however, that these statistics do not include transactions in which purchases are facilitated by direct personal loans made by banks, insurance companies or by sources other than automobile finance companies, the effect of which has not been neasured.

There were 22,866 new vehic les financed by finance companies to the extent of $\$ 7,978,992$ in 1946. Of these, 11,082 were new passenger models having a financed value of $\$ 10,589,544$ and 11,784 were trucks and buses which were financed for $\$ 17,389,448$. These results represent a sharp upturn from the drastically reduced volume of new vehicle financing in the proceding four years, but totals for 1946 remain considerably lower than in all years of the beriad from 2934 to 1941.

The average amount of financing per new vehicle was quite high in 1946, standing at $\$ 1,224$. Reference to the series for earlier years reveals that the average has in some instances been less than half of this figure. Even in the five years immediately prior to the war the average ranged roughly between $\$ 700$ and $\$ 750$, although it had already mounted to $\$ 850$ by 1941. Averages in some of the war years exceeded that for 1946, but little significance can be attached to these because of the relatively low volume.

The number of used vehicles financed increased only slightly in 1946 over 1945 and remained far below pre-war levels. This situation will continue, no doubt, until such time as production of new vehicles approaches demand and permits freer trading in used vehicles than is possible at present. Used vehicles financed totalled 30,527 units with an amount of financing of $\$ 13,607,573$. The greater part, or 22,415 units, were passenger cars which were financed for ${ }_{\$ 1} 7,478,674$.

Sales and Financing of New Vehic les Compared
only 19 per cent of the new vehicles sold in 1946 were financed by finance companies, the proportion being quite low by pre-war standards. Finance companies customarily financed about 35 per cent of all sales in the 1930's.

In 1946, the only year for which similar relationships can be determined for new passenger and commercial models separately, 14 per cent of new passenger cars and 27 per cent of trucks and buses sold were financed through these organizations.

Table 1．－New Notor Vehicle Sales in Canada by Months， 1946

| Month | Total，Cars， Trucks and Buses |  | Passenger Cars |  | Trucks and Buses |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Number | Retail <br> Value | Number | Retail <br> Value | Number | Retail <br> value |
| 1946，Toざく1 | $120,044$ | $193,329,005$ | $77,742$ | $120,325,496$ | $42,302$ | $73,003,509$ |
| January | 2，756 | 4，506，772 | 1．102 | 1，603，482 | 1，654 | 2，903，290 |
| February | 3，763 | 6，096，069 | 1，609 | 2，263，836 | 2，154 | 3，832，233 |
| March． | 7，200 | 10，977，084 | 4，734 | 6，713，428 | 2，466 | 4，263，656 |
| April | 9，645 | 14，026，067 | 5.947 | 8，282，403 | 3，698 | 5，743，664 |
| May | 12，032 | 18，339，594 | 7.919 | 11，319，112 | 4，113 | 7，020，482 |
| June | 13，388 | 20， 295,878 | 8，759 | 16，903，170 | 4．629 | 7，992，708 |
| July | 13，705 | 21，421，047 | 8，451 | 12，727，561 | 5，254 | 8，693，486 |
| August | 9，753 | 15，978，008 | 6，121 | 9，683，660 | 3，53\％ | 6，294，348 |
| September | 10，154 | 17，416，384 | 7，026 | 12，079，932 | 3.128 | 5，336，452 |
| october | 11，462 | 19，623，097 | 7.683 | 12，761，109 | 3，779 | 6，861，988 |
| November | $13,497$ | 2\＆，481，793 | 9，537 | 15，432，954 | 3，960 | $7,048,839$ |
| December | 12，689 | 21，567，212 | 8，854 | 14，554，849 | 3.835 | 7，012，363 |

Table Z．- New Notor Vehicle Sales In Canada，by Provinces， 1946

| Province | Total，Cars， Trucks and Buses |  | Passenger Cars |  | Trucks and Buses |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Number | Retail Value | Number | Retail Value | Number | Retail <br> Value |
| CANADA | 120，044 | $193,329,005$ | 77，742 | $120,325,496$ | 42，302 | $\frac{\$}{73,003,509}$ |
| Maritime Provinces | 10，851 | 17，173，379 | 6.388 | 9，791，974 | 4，463 | 7，381，405 |
| Quebec | 21，619 | 36，696，616 | 14，376 | 22，897，914 | 7.243 | 13，798，702 |
| Ontario | 52，780 | 85，216，085 | 37，070 | 57，693，104 | 15．710 | 27，522，981 |
| Mani toba | 6.439 | 9，946，720 | 3，717 | 5，658，386 | 2，722 | 4，288，334 |
| Saskatchewan | 9，728 | 14，563，324 | 5，140 | 7．469，957 | 4．588 | 7，093，367 |
| Alberta | 9，430 | $14,860,758$ | $5,194$ | $7,807,510$ | $4.236$ | $7,053,248$ |
| British Columbia | 9，197 | 14，872，123 | 5，857 | 9，006，651 | 3.340 | 5，865，472 |

Table 3.--New Motor Vehiclas Sold in Canada, by Provincer and Months, 1946


Passenger Cars

| 1946, Total | 77,742 | 6,388 | 14,376 | 37.070 | 3,717 | 5,140 | 5.194 | 5,857 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January ............. | 1,102 | 252 | 104 | 568 | 16 | 11 | 22 | 129 |
| Fetruary | 1,509 | 55 | 230 | 1,054 | 79 | 67 | 75 | 49 |
| March | 4,734 | 319 | 876 | 2,398 | 224 | 267 | 346 | 304 |
| April | 5.947 | 367 | 1.038 | 2,561 | 453 | 523 | 508 | 497 |
| May .. | 7,919 | 896 | 1,330 | 3,530 | 418 | 592 | 533 | 520 |
| June | ع,759 | 678 | 1,944 | 4.2:9 | 335 | 461 | 522 | 596 |
| July | 8,451 | 703 | 1,568 | 3,975 | 398 | 678 | 537 | 598 |
| Auzust | 6,121 | 528 | 1,385 | 2.713 | 259 | 413 | 356 | 467 |
| September | 7,026 | 686 | 1, 294 | 2.920 | 396 | 532 | 578 | 620 |
| October | 7,683 | 551 | 1,393 | 4,010 | 348 | 445 | 454 | 482 |
| November | 9,537 | 744 | 1,520 | 4,845 | 458 | 543 | 554 | 773 |
| December ............ | 8,854 | 615 | 1,594 | 4,167 | 339 | 608 | 709 | 82E |


| 1946, Total | 42,302 | 4,463 | 7,243 | 15,710 | 2,722 | 4,588 | 4,236 | 3,340 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Jenuery ...... | 1,654 | 238 | 231 | 684 | 75 | 169 | 126 | 131 |
| F'ebruary ..... | 2,154 | 187 | 455 | 822 | 96 | 209 | 245 | 140 |
| March ... | 2,466 | 235 | 591 | 891 | 109 | 258 | 245 | 137 |
| April | 3,698 | 369 | 525 | 1,430 | 234 | 394 | 392 | 354 |
| May . . | 4,113 | 570 | 715 | 1,355 | 283 | 435 | 480 | 275 |
| June | 4,629 | 501 | 983 | 1,746 | 225 | 434 | 430 | 310 |
| July | 5,254 | 574 | 859 | 1,930 | 314 | 683 | 452 | 442 |
| Aucust | 3,632 | 292 | 637 | 1,310 | 271 | 427 | 381 | 314 |
| September | 3,128 | 344 | 495 | 927 | 296 | 367 | 367 | 332 |
| october . | 3,779 | 388 | 599 | 1,351 | 277 | 429 | 453 | 288 |
| November | 3,960 | 402 | 562 | 1,730 | 311 | 371 | $3: 4$ | 260 |
| Deceniber | 3,835 | 363 | 591 | 1,534 | 231 | 412 | 341 | 363 |

Table 4.-Annual Sales of New lotor Vehicles in Canada, 195: -1946

| Year | Total Velicles |  |  | Passenger Cars |  |  | Trucks and Euses |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Number | Hetai] Value |  | Number | Staj Value |  | Number | Retail Valle |  |
|  |  | Total | Average Purchase Price |  | Total | Average Purchase Price |  | Total | verage Furchase Price |
| 1932 | 45,870 | \$ 45, $260,74 \%$ | \$ 987 | 38,621 | \$ $38.919,015$ | \$1,008 | 7,249 | \$ 6,341,787 | \$ 875 |
| 1933 | 45,332 | \$ 45,450,230 | \$1,003 | 39,568 | \$ 39,692,630 | \$1,003 | 5,764 | \$ 5,757,600 | * 999 |
| 1934 | 73,358 | * 75,785,461 | \$1,033 | 61,503 | \$ $63,566,402$ | \$1,034 | 11,855 | \$12,219,059 | \$1,031 |
| $1935 \ldots$ | 101,461 | \$101, 74E,449 | \$1,003 | 83, 242 | * 83,4E9,214 | \$1,002 | 18,219 | \$18,313,335 | \$1,005 |
| $1936 \ldots$. | 113,314 | \$117,582,796 | \$1,038 | 92,287 | \$ 95,403,193 | \$1,034 | 21,027 | \$2́2, 179,597 | *1,055 |
| $1937 \ldots$ | 144,441 | \$149,170,587 | \$1,033 | 114,275 | \$116,886,334 | \$1,023 | 30,166 | \$32,284,193 | \$1,070 |
| 1938.... | 121,165 | \$135,021,908 | \$1,114 | 95,751 | \$105,006,462 | \$1,097 | 25,414 | \$30,005,446 | \$1,181 |
| 1939 | 114,747 | \$125,967,521 | \$1,098 | 90,054 | \$97,131,128 | \$1,079 | \% 4,693 | \$28,836,393 | \$1,168 |
| $1940 \ldots$ | 130,552 | \$148,845,278 | \$1,140 | 101,789 | \$114,928, 833 | \$1,129 | 28,763 | \$33,916,445 | \$1,179 |
| 1941 ..... | 118,073 | \$151,868,905 | \$1,286 | 83,642 | \$108,923,842 | \$1,302 | 34,431 | \$42, 944,963 | \$1,247 |
| 1942.... | 30,356 | \$ 42,879,5:\% | \$1,413 | 17,2¢も | \$ $23,899,745$ | \$1,383 | 13.070 | \$28,979,777 | \$1,452 |
| 1943 | 4,798 | \$ 7,557,360 | \$1,575 | 984 | \$ 1,378,200 | \$1,401 | 3,814 | \$ 6,179,160 | \$1,620 |
| 1944 | 11,670(1) | (E) | - | $2,156(1)$ | (2) | - | 9,514(1) | ( $\overline{\text { I }}$ | - |
| $1945 \ldots$ | 24,356(1) | (5) | - | 4,526(1) | (E) | - | 19,830(1) | (8) | - |
| 1946. | 120,044 | \$193,329,005 | 1,621 | 77,742 | \$120,325,496 | \$1,548 | 42,302 | \$73,003,509 | \$1,7\%6 |

 Government-administered reserve bank of new vehicles. (") Retail values not available.


Table 5.--Average Purchase Irice of Nev lotor Vehicies In Canada, by Irovinces, $1935=-1946$

Year
CLNADA
Maritime Provinces Quebec ontario Manitoba

Britiski
Colunbiá

## Fassencer Cars

| 1932 | 1,008 | - | - | - | - | - |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1935 | 1,003 | - | - | - | 1, | - | - |  |
| 1934 | 1,034 | 1,036 | 1,048 | 1,007 | 1,010 | 994 | 1,016 | 1,020 |
| $1: 35$ | 1,002 | 991 | 1,017 | 1,006 | 971 | $96{ }^{\text {c }}$ | 986 | 993 |
| 1906 | 1,034 | 1,015 | 1,059 | 1,037 | 1,013 | 1,000 | 1,006 | 1,083 |
| 1937 | 1, C23 | 1,003 | 1,047 | 1,025 | 1,009 | 991 | 1,007 | 1,007 |
| 1938 | 1,097 | 1,074 | 1,139 | 1,095 | 1,078 | 1,057 | 1,070 | 1,080 |
| 1939 | 1,079 | 1,04E | 1,153 | 1,076 | 1, С¢7 | 1,04\% | 1,046 | 1,066 |
| 1940 | 1,129 | 1,100 | 1,173 | 1,130 | 1,107 | 1,089 | 1,106 | 1,124 |
| 1941 | 1,302 | 1,285 | 1,34C | 1,300 | 1,283 | 1,265 | 1,289 | 1,288 |
| 1945 | 1, 1 ¢ 3 | 1,370 | 1,398 | 1,391 | 1,37\% | 1,327 | 1,376 | 1,349 |
| 1943 | , , 40 | - | - | - | - | - |  |  |
| 1944 | - | - | - |  |  |  |  |  |
| 1945 | - | - | - | - | - | 1, | - | - ${ }^{-}$ |
| 1946 | 1,548 | 1,533 | 1,593 | 1,556 | 1,5iz | 1.453 | 1,503 | 1,538 |

Trucks and Buses


Note: Dashes signify thet retail values with which to ompate averate prices were not availuble.

## Tuble 6.--Fercentage Distrinution By Frovinces of the Nunber of New Notor Vehicles sold In Centad, $1936-1946$



Passenger Cars

| 1932 | 100.0 | - | - | - | - | - | - | - |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1933 | 10 c .0 | - | - | - | - | - | - | - |
| 1934 | 100.0 | 8.5 | 17.3 | 53.2 | 4.8 | 3.5 | 6.4 | 6.3 |
| 1935 | 100.0 | 6.9 | 17.3 | 53.3 | 5.2 | 3.9 | 6.8 | 6.6 |
| 1936 | 100.0 | 7.2 | 19.6 | 50.3 | 4.7 | 4.5 | 5.9 | 7.8 |
| 1937 | 100.0 | 8.1 | 19.8 | 48.5 | 5.4 | 5.0 | 6.0 | 7.2 |
| 1938 | 100.0 | 7.4 | 19.0 | 49.6 | 5,8 | 3.9 | 7.9 | 6.4 |
| 1939 | 100.0 | 7.8 | 18.5 | 46.1 | 5:9 | 6.6 | 8.2 | 6.9 |
| 1940 | 100.0 | 7.8 | 17.9 | 47.9 | 5.7 | 6.8 | 7.1 | 6.8 |
| 1941 | 100.0 | 7.9 | 19.7 | 48.5 | 5.7 | 5.8 | 6.2 | 6.8 |
| 194: | 100.0 | $\varepsilon .7$ | 28.2 | 46.8 | 4.4 | 8.2 | 5.8 | 7.0 |
| $194{ }^{\circ}$ | 100.0 | - | - | - |  | - |  |  |
| 1944 | 100.0 | - | - | - | - | - |  |  |
| 1945 | 100.0 | - | - | - | - | - | - | - |
| 1946 | 100,0 | E.¢ | 18.5 | 47.7 | 4.8 | 6. 6 | 6.7 | 7.5 |

Trucks and Buses


Note: Provincial ficures not available for 193\%, 1933, 1943, 1944 and 1945.

| Nonth | Total，Passenger and Commercial |  | Passenger cars |  | Trucks and Buses |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Number | Anount of Financing | Number | Anlount of Financine | Number | Amount of Financing |
| Total，Iew and Used Vehicles |  |  |  |  |  |  |
| 1946，Total | 53，393 | 41，586，565 | 33，497 | 18，068，218 | 19，896 | 23，518，347 |
| January | 2，449 | 1，350，807 | 1，5\％ | 508，725 | 876 | 848，082 |
| February | 3，115 | 1，940，406 | 2，040 | 803，048 | 1，075 | 1，137，358 |
| March | 4，412 | ＜，7＜7，055 | 3，001 | 1，221，843 | 1，411 | 1，505，212 |
| April | 5，950 | 4，106，844 | 4，031 | 2，062，099 | 1，919 | 2，044，745 |
| Inidy | 5，4E1 | 4，115，314 | j，466 | 1，790，278 | 1，955 | 2，325，036 |
| June | 4，606 | 3，754，763 | \＆，946 | 1，667，945 | 1，660 | 2，066，618 |
| July ． | 4，631 | 3，905，251 | \＆，681 | 1，577，434 | 1，950 | 2，327，817 |
| Aucust ．． | 4，198 | 3，573，499 | 2，372 | 1，398，723 | 1，826 | £，174，776 |
| September | 4，015 | 3，447，247 | 2，337 | 1，370，680 | 1，678 | 2，076，567 |
| October | 4，64E | 3，963，026 | \＆，866 | 1，715，666 | 1，776 | 2，247，360 |
| November | 5，136 | 4，404，754 | 3，226 | 1，977，702 | 1，910 | 2，427，052 |
| December．．．．．．． | 4，818 | 4，311，599 | 2，958 | 1，974，075 | 1，860 | 2，337，524 |

New Vehicles

| 1946，Total | ÉL 866 | 27，976，99\％ | 11，082 | 10，589，544 | 11，784 | 17，389，448 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Jenuary | 455 | 611，464 | 84 | 78，676 | 371 | 532，788 |
| February | 891 | 1，07え，90え | 358 | 312，329 | 533 | 760，573 |
| Narch | 1，274 | 1，510，092 | 521 | 476,168 | 753 | 1，033，924 |
| f．pril | E，340 | 2，574，123 | 1，222 | 1，126，607 | 1，118 | 1，447，516 |
| NEy | 2，394 | 2，812，818 | 1，172 | 1，051，216 | 1，222 | 1，761，602 |
| June | ＜，255 | 2，713，421 | 1，177 | 1，083，414 | 1，078 | 1，630，007 |
| July | 2，388 | $2,855,607$ | 1，067 | 1，014，992 | 1，321 | 1，840，615 |
| August | 2，130 | 2，52ぇ，960 | 987 | 914，436 | 1，143 | 1，608，524 |
| September | 1，691 | 2，311， $2 \in 0$ | 793 | 817，521 | 898 | 1，493，739 |
| October | 2，086 | 2，721，147 | 1，057 | 1，076，15\％ | 1，029 | 1，644，995 |
| Novenber | 2，501 | 3，186，510 | 1，303 | 1，28＇3，887 | 1，198 | 1，902，623 |
| Decenber．．．．．．． | 2，461 | 3，086，688 | 1，341 | 1，354，146 | 1，120 | 1，732，542 |

Used Vehicles

| 1946, Total | 30,527 | 13,607,573 | 2k,415 | 7,478,674 | 8,112 | 6,128,899 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January ....... | 1,994 | 745,343 | 1,489 | 430,049 | 505 | 315,294 |
| February | 2,2E4 | 867,504 | 1,682 | 490,719 | 542 | 376,785 |
| Narch | 3,138 | 1,216,963 | 2,480 | 745,675 | 658 | 471,288 |
| hpril | 3,610 | 1,532,721 | 2,809 | 935,492 | 801 | 597,229 |
| May | 3,027 | 1,302,496 | 2,294 | 739,062 | 733 | 563,434 |
| June | 2,351 | 1,021,342 | 1,769 | 584,531 | 582 | 436,811 |
| July | 2,243 | 1,049,644 | 1,614 | 562,442 | 629 | 487,202 |
| Aucust | 2,068 | 1,050,539 | 1,385 | 484,287 | 683 | 566,252 |
| September | 2,324 | 1,135,987 | 1,544 | 553,159 | 780 | 582,828 |
| october. | 2,556 | 1,241,879 | 1,809 | 639,514 | 747 | 602,365 |
| Noveniber | 2,635 | 1,¢18,244 | 1,923 | 693,815 | 712 | 524,429 |
| December | 2,357 | 1,E24,911 | 1,617 | 619,929 | 740 | 604,982 |

Table 8．－－Finaricine of iotor Vehicle sales In Canada，by Frovinces， 1946

| Province | Total，Pussercer and Corniercial |  |  | pusisenger Cirs <br> dimount of Firancime |  |  | Trucks and Buses |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nunber | Alount of Finacibe |  |  |  |  | Number | frount of Fionncime |  |
|  |  | Total | $\begin{aligned} & \text { Averúc } \\ & \text { per } \\ & \text { Vehicle } \end{aligned}$ | Number | Total | $\begin{gathered} \text { averaee } \\ \text { Ter } \\ \text { Vuidele } \end{gathered}$ |  | Total | $\begin{gathered} \text { Kevate } \\ \text { per } \\ \text { Vehicle } \end{gathered}$ |

Total，New una Used Vehicles

| CANALA ．．．．．．． | 53，393 | 41，586，565 | 775 | 33,497 | 18，068， 118 | 539 | 19，896 | 23，518，347 | 1，182 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Laritime Provinces ．． | 3，351 | ¿，89ぇ，9ぇ3 | 863 | 1，543 | 1，027，304 | 666 | 1，808 | 1，865，619 | 1．032 |
| Quebec ．．．．．．．．．．．．．． | 9，644 | 9，475，520 | 983 | 5，739 | 4，008，934 | 699 | 3，905 | 5，47C，586 | 1，401 |
| Ontario | 27，080 | 17，083，205 | 631 | 19，730 | 9，1どく，491 | 46\％ | 7，350 | 7，96C， 714 | 1，083 |
| M．ánitoba | ＜．473 | ¢，385，910 | 965 | 1，83E | 7¢9，506 | 598 | 1，241 | 1，656，404 | 1，335 |
| Uuskatchewan | $\dot{2}, \check{2} 14$ | 1，921，111 | 868 | 85.5 | 598，142 | 684 | 1，339 | 1，Зごく，969 | － 988 |
| inberta | 4，665 | 4，071，351 | 873 | 1， $00 \%$ | 1，146，854 | 601 | \％ 6,758 | 2，924，497 | 1，060 |
| British Columbia ．．．． | 3，966 | S，75之，545 | 946 | $\therefore 2$ | 1，434，387 | 5 E1 | 1.495 | 2，317，558 | 1，550 |

New Velucles

| CANEDA | 12，866 | ＜2．978，992 | 1， $2<4$ | 11，082 | 10，589，544 | 356 | 11，784 | 17，389，44E | 1，476 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Muaritime Proviruces | $\therefore .117$ | 2，308，163 | 1，090 | 8＜7 | 775，743 | 938 | 1，290 | 1，53： 4 ，${ }^{\circ} 0$ | 1，188 |
| ，cuebec | 4，718 | $\epsilon, 294,405$ | 1，336 | 二，400 | \＆，398，934 | 1，000 | ¢，312 | 3，895，471 | 1，685 |
| Ontario | 3，416 | 11，041，159 | 1，173 | 5，2il | 4，859，712 | 931 | 4，195 | €，181，447 | 1，474 |
| lvani taba | 1， 681 | 1，76，773 | 1，375 | 524 | 511，548 | 976 | 757 | 1，251， 20.5 | 1，653 |
| Suskatchewan | 1，373 | 1，446，74： | 1.054 | 494 | 456,655 | $3 ¢ 4$ | 879 | 990．087 | 1．126 |
| Alberta ．．．．．．．． | 2，283 | $2,646,605$ | 1，156 | 822 | 770，907 | 938 | 1，467 | 1．875，698 | 1，279 |
| British Columbia | 1，678 | E，479，145 | 1，477 | 794 | 516， 4.45 | 1，028 | 884 | 1，6E3，100 | 1，881 |



NUMBER OF MOTOR VEHICLE SALES FINANCED


Table 9. --Number of Votor Vehicles Financed, By Provinces and Konths, 1946
NEW VEHICIES


Trucks and Buses

| 1946, Total | 11,784 | 1,290 | 2,312 | 4,195 | 757 | 879 | 1,467 | 884 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January ..... | 371 | 39 | 94 | 135 | 26 | 23 | 32 | 22 |
| February .... | 553 | 53 | 113 | 189 | 34 | 45 | 66 | 33 |
| March ....... | 753 | 100 | 194 | 275 | 31 | 40 | 75 | 38 |
| April | 1,118 | 132 | 242 | 401 | 44 | 105 | 140 | 54 |
| kay ......... | 1,228 | 157 | $2: 7$ | 413 | 70 | 113 | 159 | 83 |
| June | 1,078 | 104 | 198 | 378 | 74 | 98 | 142 | 84 |
| July | 1,321 | 171 | 193 | 494 | 105 | 115 | 142 | 101 |
| August ...... | 1,143 | 110 | 218 | 403 | 89 | 72 | 131 | 126 |
| Septeniber ... | 898 | 87 | $176{ }^{*}$ | 292 | 71 | 71 | 117 | 84 |
| october ..... | 1,029 | 113 | 217 | 366 | 46 | 67 | 144 | 76 |
| November . ... | 1,198 | 123 | $25 \%$ | 438 | 77 | 59 | 168 | 81 |
| December .... | 1,120 | 101 | 194 | 411 | 90 | 71 | 151 | 102 |

Tuble 9. - Number of Motor Vehicles Financed, By Frovinces and lionths, 1946
USED VEHICLES


## Passencer Cars

| 1946, Total | $\underline{\text { E2,415 }}$ | 716 | 3,339 | 14.509 | 708 | 381 | 1.085 | 1.677 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January ..... | 1,489 | 22 | 120 | 1.010 | 36 | 16 | 96 | 189 |
| February | 1,682 | 33 | 168 | 1.165 | 50 | 11 | 81 | 174 |
| March ... | 2,480 | 62 | 280 | 1.715 | 67 | 25 | 99 | 232 |
| april | 2,809 | 70 | 438 | 1,849 | 96 | 42 | 150 | 164 |
| May . | 2,294 | 61 | 350 | 1.479 | 92 | 42 | 102 | 168 |
| June | 1,769 | 61 | 290 | 1.120 | 60 | 39 | 74 | 125 |
| July | 1,614 | 49 | 278 | 1.011 | 50 | 39 | 88 | 99 |
| Aucust ...... | 1,385 | 48 | 213 | 860 | 43 | 25 | 71 | 125 |
| September ... | 1,544 | 44 | 222 | 1.026 | 44 | 38 | 73 | 97 |
| october ..... | 1,809 | 70 | 310 | 1.137 | 59 | 33 | 85 | 115 |
| November | 1,923 | 99 | 355 | 1.175 | 63 | 40 | 84 | 107 |
| December | 1,617 | 97 | 315 | 968 | 48 | 31 | 82 | 82 |

Trucks and Buses

| 1946, Total | 8,112 | 518 | 1.593 | 3,155 | 484 | 460 | 1.291 | 611 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| January ..... | 505 | 41 | 64 | 168 | 31 | 31 | 105 | 65 |
| February .... | 542 | 33 | 77 | 828 | 33 | 23 | 105 | 48 |
| March ....... | 658 | 38 | 136 | 245 | 45 | 17 | 120 | 57 |
| April . | 801 | 54 | 167 | 249 | 61 | 59 | 147 | 64 |
| May ......... | 733 | 40 | 151 | 279 | 45 | 55 | 118 | 45 |
| June . ...... | 582 | 30 | 144 | 220 | 37 | 36 | 86 | 29 |
| July ........ | 629 | 36 | 119 | 254 | 59 | 41 | 75 | 45 |
| hueust ....... | 683 | 49 | 117 | 278 | 35 | 45 | 107 | 52 |
| September ... | 780 | 40 | 161 | 332 | 40 | 48 | 99 | 60 |
| october .... | 747 | 50 | 146 | 345 | 40 | 30 | 90 | 46 |
| November .... | 712 | 58 | 141 | 284 | 25 | 38 | 113 | 53 |
| December .... | 740 | 49 | 170 | 278 | 33 | 37 | 126 | 47 |

Table 10．－－Financine of Notor Vehicle Sales In Canade，by Years，19\＆9－－1946

| Yeur | Total，New and Used Vehicles |  |  | New Vehicles |  |  | Used Vehicles |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Nuinb er | fillount of | nancing | Nunber | imount of | ancine | Number | nourt of Financing |  |
|  |  | Total | averae <br> per <br> Velicle |  | Total | $\begin{gathered} \text { fverage } \\ \text { per } \\ \text { Vehicle } \end{gathered}$ |  | Total | $\begin{gathered} \text { hverue } \\ \text { per } \\ \text { vehicle } \end{gathered}$ |
|  |  | \＄ | \＄ |  | \＄ | \＄ |  | ＊ | ＊ |
| 198.9 | 164，131 | 88，165，531 | 537 | 71，582 | 48，104，523 | 672 | 92，549 | 40，061，008 | $4: 35$ |
| 1930 | 12E，314 | 6E，97E， 174 | 491 | 47，961 | 28，610，731 | 597 | 80，353 | 54，367，443 | 428 |
| 1931 | 98，62＇S | 41，341， 554 | 455 | 33，988 | 2C，869，547 | 614 | 64，635 | ：1，071，707 | 326 |
| 1932 | 69，291 | $25, \varepsilon 64, E 73$ | 375 | 〔1，293 | 12，741，279 | 598 | 47．998 | 13，163，694 | $<73$ |
| 1933 | 54，258 | 20，158，78E | 372 | 15，880 | 10，030，368 | 632 | 38，358 | 10，128，4\％0 | 264 |
| 1934 | 76，170 | 36，091，46．3 | 395 | ¢3，264 | 26，364，735 | 703 | 5i，306 | 13，7亡6，728 | 259 |
| 1935 | 100，178 | 40，251，521 | 4 C ¢ | 31，950 | 二ट，41C，656 | 701 | 6E，2\％E | 17，840，865 | 261 |
| 1936 | 137，514 | 54，859，812 | 399 | $4 \%, 863$ | ¢9，887，861 | 697 | 94，651 | 24，971，951 | $\therefore 64$ |
| 1937 | 177，898 | 75，850，173 | 42 C | 56.647 | 40，664，575 | 720 | 121，651 | 35，185，498 | 289 |
| 1938 | 16：5．703 | $69,685,853$ | 428 | 45，267 | 33，701，624 | 745 | 117，436 | 35，954，2¢9 | 306 |
| 1959 | 153，107 | 62，768，746 | 410 | 37，320 | 27，85之，627 | 746 | 115，787 | 34，916，119 | 302 |
| 1946 | 176，578 | 75，235．793 | $4 ¢ 6$ | 42，982 | 33，473，397 | 779 | 133，596 | 41．752，596 | 313 |
| 1941 | 182， 419 | 91，716，783 | 464 | 41，C32 | 34，867，591 | 850 | 141，387 | 49，8¢9，19¢ | 35\％ |
| 1942 | 66，510 | $\therefore 4,596,915$ | 371 | 7，398 | 6，：07，111 | 839 | 58，91： | $18,389,804$ | 312 |
| 1943 | 39，573 | 14，892，566 | 376 | 1，077 | 1， 254,878 | 1，165 | 38，496 | 13，637，688 | 354 |
| 1944 | 3：，970 | 14，570，937 | 442 | 2，371 | ¿，9＜7，396 | 1，235 | 30.599 | 11，543，541 | 381 |
| 1945 | 27，986 | 14，437．182 | 516 | 3，630 | 4，954，456 | 1，359 | 24，356 | 9，502，726 | 390 |
| 1946 | 54，393 | 41，586，565 | 779 | 22，866 | 27，978，998 | 1，2¢4 | 30，5\％7 | 10，607，57．3 | 446 |

Table 11.--fverace Finarced Value of otor Vehicles in Canada, by Provinces, 1936 - - 1946

Yeur CANDAA $\begin{aligned} & \text { Naritime } \\ & \text { Provinces }\end{aligned}$ Quebec Ontario lanitoba $\begin{aligned} & \text { Saskat- } \\ & \text { chewan }\end{aligned}$ Alberta $\begin{aligned} & \text { Eritish } \\ & \text { Columbia }\end{aligned}$

## New Vehicles

| 1936 | 697 | 758 | 754 | 661 |  | 673 | 657 | 818 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1937 | 783 | 761 | 783 | 702 |  | 661 | 675 | 821 |
| 1938 | 745 | 785 | 801 | 781 |  | 701 | 781 | 836 |
| 1939 | 746 | 805 | 798 | 725 |  | 685 | 726 | 854 |
| 1940 | 779 | 84.3 | 841 | 761 |  | 720 | 753 | 877 |
| 1941 | 850 | 911 | 928 | Eと4 |  | 779 | 790 | 987 |
| 194\% | 839 | E9\% | 958 | 74.3 |  | 772 | 769 | 1,233 |
| 1943 | 1,165 | 1,095 | 1,181 | 1,172 |  | 1,162 | 1, 024 | 1,562 |
| 1944 | 1,235 | 1,118 | 1,334 | 1,278 |  | 1,24\% | 1,1:4 | 1,313 |
| 1945 | 1,359 | 1,2\%4 | 1,573 | 1,199 |  | 1,281 | 1,281 | 1,805 |
| 1946 | 1, 2 CL 4 | 1,090 | 1,356 | 1,173 | 1,376 |  | 1,156 | 1,477 |

## Used Vehicles

| 1936 | :64 | 275 | 285 | 250 |  | 264 | 293 | 274 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1937 | 289 | 301 | 321 | 273 |  | 289 | 308 | 304 |
| 1938 | 306 | 310 | 340 | 285 |  | 314 | 328 | 338 |
| 1939 | 308 | £99 | 385 | 278 |  | 314 | 356 | 3 Sk |
| 1940 | 313 | 303 | 335 | 286 |  | 338 | 352 | 350 |
| 1941 | 352 | 343 | 395 | 3 c 3 |  | 379 | 376 | 400 |
| $194 \%$ | 312 | 315 | 363 | 271 |  | 340 | 368 | 366 |
| 1943 | 354 | 316 | 426 | 301 |  | 380 | 459 | 406 |
| 1944 | 381 | 347 | 494 | 325 |  | 409 | 509 | 420 |
| 1945 | 390 | $37 \%$ | 559 | 300 |  | 403 | 605 | 437 |
| 1946 | 446 | 474 | 646 | 342 | 523 |  | 600 | 557 |

Table 12.--Percentage Distrihution, by Provinces, of kotor Vehicles Financed in Canada, $1936-1946$

## New Vehicles

| 1936 | 100.0 | 6.5 | 18.8 | 46.2 |  | 11.8 |  | 9.2 | 7.5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1937 | 100.0 | 7.0 | 19.3 | 45.9 |  | 11.7 |  | 9.1 | 7.0 |
| 1938 | 100.0 | 6.4 | 19.0 | 42.4 |  | 14.4 |  | 11.6 | 6.2 |
| 1939 | 100.0 | 6.2 | 18.7 | 37.9 |  | 16.6 |  | 13.5 | 7.1 |
| 1940 | 100.0 | 6.7 | 17.6 | 38.3 |  | 20.0 |  | 11.2 | 6.2 |
| 1941 | 100.0 | 7.3 | 19.2 | 39.3 |  | 17.4 |  | 10.0 | 6.8 |
| 1942 | 100.0 | 5.7 | 20.9 | 39.5 |  | 13.6 |  | 13.1 | 7.2 |
| 1943 | 100.0 | 8.9 | 20.8 | 28.2 |  | 12.8 |  | 21.3 | 8.0 |
| 1944 | 100.0 | 12.6 | 22.4 | 2\%.3 |  | 12.2 |  | 22.4 | 8.1 |
| 1945 | 100.0 | 11.3 | 22.5 | 26.1 |  | 15.7 |  | 16.7 | 7.7 |
| 1946 | 100.0 | 9.3 | 20.6 | 41.2 | 5.6 |  | 6.0 | 10.0 | 7.3 |

## Used Vehicles

| 1936 | 100.0 | 6.7 | 15.5 | 50.9 | 9.9 | 7.5 | 9.5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1937 | 100.0 | 7.5 | 16.2 | 52. 2 | 9.1 | 6.8 | 8.L |
| 1938 | 100.0 | 6.9 | 15.4 | 49.3 | 11.2 | 8.5 | 8.7 |
| 1939 | 100.0 | 7.4 | 14.5 | 45.9 | 10.0 | 9.6 | 9.6 |
| 1940 | 100.0 | 7.7 | 13.7 | 47.5 | 13.2 | 8.9 | 9.0 |
| 1941 | 100.0 | 7.0 | 13.1 | 50.2 | 11.9 | 8.4 | 9.4 |
| 1942 | 100.0 | 4.7 | 10.8 | 50.5 | 13.0 | 10.6 | 10.4 |
| 1943 | 100.0 | 3.2 | 10.1 | 50.8 | 12.8 | 11.0 | 12.1 |
| 1944 | 100.0 | 2.1 | 11.4 | 56.1 | 8.5 | 8.9 | 13.0 |
| 1945 | 100.0 | 2.1 | 15.1 | 56.1 | 7.0 | 8.3 | 11.4 |
| 1946 | 100.0 | 4.0 | 16.1 | 57.9 | 3.9 | 7.8 | 7.5 |

PROVINCIAL DISTRIBUTION OF NEW MOTOR VEHICLE SALES AND FINANCING NUMBER OF UNITS

1946


Tuble 13．－－sales and Finencine of Sales of Nev Notor Vehicles compared，by Irovinces， 1946

| Frovince | Sules of New vehicles Finuncin of sies of New vehicles |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{gathered} \text { Number } \\ \text { nf } \\ \text { Veh1cles } \end{gathered}$ | Retail <br> Value | $\begin{aligned} & \text { Number } \\ & \text { of } \\ & \text { Vehicles } \end{aligned}$ | Fer cent of Totul Nunber siold | whount of Financine | ```Fer cent of value or Total Number Sola``` |

Total，Cars，Trucks and Buses

| Cinida | 120，044 | 193，329，005 | 2E，$\underline{6} 66$ | 19.0 | ¢7，978，992 | 14.5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| liaritime Frovinces． | 10，851 | 17，175，379 | 2，117 | 19.5 | 2，308，163 | 13.4 |
| Quebec | 21，619 | 36，696，616 | 4，712 | 21.6 | 6，294，405 | 17.2 |
| ontario | 52，780 | 85，216，085 | 2，416 | 17.8 | 11，041，159 | 13.0 |
| Manitoba | 6，439 | 9，946，780 | 1，2E1 | 19.9 | 1，76ぇ，773 | 17.7 |
| Saskatchewar | 9，728 | 14，563，324 | 1，373 | 14.1 | 1，446，742 | 9.9 |
| Alberta | 9，430 | 14，860，758 | 2，289 | 24.3 | 2，64E，605 | 17.8 |
| Eritish Columbia ．． | 9，197 | 14，87E，123 | 1.678 | $1 \varepsilon .2$ | 2，479，145 | 16.7 |

Passerger Cars

| CANADA | 77，742 | 1：0，325，496 | 11，082 | 14.3 | 10，589，544 | ع． 8 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| maritime Frovinces． | 6，388 | 9，791，974 | 827 | 12.9 | 775，743 | 7.9 |
| Quebec | 14，376 | ＜2，897，914 | 2，4CO | 16.7 | 2，398，934 | 10.5 |
| Ontario | 37，070 | 57，693，104 | 5，221 | 14.1 | 4，859，718． | 8.4 |
| liand toba | 3，717 | 5，658，386 | 524 | 14.1 | 511，548 | 9.0 |
| Suskatchewan | 5，140 | ？，469，957 | 494 | 9.6 | 456，655 | 6.1 |
| Alberta | 5，194 | 7，607，510 | EEE | 15.8 | 770，907 | 9.9 |
| British．Columbiu ．． | 5，857 | 2，006，651 | 794 | 13.6 | 816，045 | 9.1 |

Trucks and Buses

| CANADA | 4k，302 | 73，003，509 | 11.784 | $\underline{8} 9.9$ | 17，389，448 | ： 5.8 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Maritime Provinces． | 4，46＇3 | 7，SE1，405 | 1， 290 | ¿\＆． 9 | 1，53： $4 \therefore 0$ | 20．$¢$ |
| Quebec | 7，243 | 13，798，702 | 2，312 | 31.9 | 3，895，471 | 2́．と |
| ontario | 15，710 | 27，52i－981 | 4，195 | ¢6．7 | 6，181，447 | \＆\％．5 |
| nemitoba | 2，725 | －4， 2 ¢ع，354 | 757 | ¢7．E | 1，151，2： 5 | 29，${ }^{\text {a }}$ |
| Suskutchewan | 4，588 | 7，093，367 | £79 | 19.2 | 990，087 | 14.0 |
| inberta | 4，236 | 7，053，¢48 | 1，467 | 34.6 | 1，875，698 | 2． $6 . \epsilon$ |
| Eritish Columbia | 3，340 | 5，865，472 | Eと4 | 26.5 | 1，¢60，100 | ¢E． 4 |

Table 14．－－cales ank Finaring of sales of Vew lotor Vehicles Cohbared，
by provinces and ponths， 1946

| Month | Cil Winanced |  |  | luritime Frovinces |  |  | Quebec |  |  | Ontirio |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | sola | Fine | ced | Solu | Fina | ced | 5012 | Fina | ced |
|  | Nurber | Nuntioe： | bof <br> rumber sold | Number | Number | ：of Number Solá | İumber | Number | $\begin{gathered} \text { \%of } \\ \text { Number } \\ \text { Sold } \\ \hline \end{gathered}$ | Nuriber | Number | $\begin{array}{r} \text { 3of } \\ \text { Number } \\ 3012 \\ \hline \end{array}$ |
| Totels | 150，044 | ¿\＆， $86 \in$ | 19．0 | 10，851 | 2,117 | 19.5 | 21，619 | 4，712 | 81.8 | 5¢，780 | 9.416 | 17.8 |
| January | 2,756 | 456 | 16.5 | 490 | 42 | 8.6 | 335 | 111 | 33.1 | 1，258 | 195 | 15.6 |
| February | 3，763 | 891 | ＜ 0.7 | c4id | 66 | 27.3 | 685 | 193 | 2E．E | 1，876 | 40え | 21.4 |
| Nareh．． | 7，：00 | 1，：74 | 17.7 | 554 | 131 | \＆゙S． 6 | 1，46？ | CE5 | 19.4 | 3，289 | 541 | 16.4 |
| April | 9，645 | 2，340 | 24.3 | 736 | 513 | LE． 9 | 2，563 | 528 | 33.8 | 3.091 | 966 | i4． |
| Tay | 1：，036 | 2，334 | 19.9 | 1，46E | 245 | 16.7 | ¢， 045 | 436 | £1．5 | 4.985 | 1，024 | 20.5 |
| June | 13，388 | 2，255 | $18 . \varepsilon$ | 1，173 | 204 | 17.4 | c， 927 | 450 | 15.4 | 5，975 | 945 | 15.8 |
| July | 13，705 | ：，¢¢ | 17.4 | 1，277 | 849 | 19.5 | E，4E7 | 413 | 17.0 | 5，905 | 990 | 16.8 |
| Aucust | 3，753 | 2，150 | ¢1． 8 | E20 | 208 | 25.4 | \％，Ociz | 396 | 19.6 | 4，023 | 847 | 21.1 |
| Leptenber | 10，154 | 1，691 | 16.7 | 1，030 | 151 | 14.7 | 1，789 | 348 | 19.5 | 3，847 | 615 | 16.0 |
| Cutober | 11，46： | S．CE． 6 | 1ع．${ }^{\text {c }}$ | 939 | 196 | 20.9 | 1，99\％ | 489 | 24.5 | 5，361 | 8159 1.043 | 15.7 |
| lovenber | 13，497 | 2，561 | 18． 5 | 1，146 | 267 | 19.8 | 2，182 | 571 | 26． 2 | 6,575 5,701 | 1,043 1,009 | 15.9 17.7 |
| jecerber． | 12，589 | 6，461． | 19.4 | 978 | 185 | 18.9 | c， 185 | 492 | K2． 5 | 5，701 | 1.009 | 17.7 |


| Month | Muritobs |  |  | Seskatclewan |  |  | Alberta |  |  | British Columbie |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Sold | －Finc | ced | Sold | －Finc | ced | Sold | Financed |  | Sold | Fimunced |  |
|  | Number | Tunber | $\begin{aligned} & \text { 8 of } \\ & \text { ruwher } \\ & \text { sold } \\ & \hline \end{aligned}$ | Number | Nunber | $\begin{gathered} \text { 万 of } \\ \text { Nunber } \\ \text { Sold } \\ \hline \end{gathered}$ | Number | Number | $\begin{gathered} \text { of } \\ \text { Number } \\ \text { Sold } \\ \hline \end{gathered}$ | Nuriber | Nunber | $\begin{gathered} \text { 10 or } \\ \text { Nuriber } \\ \text { sold } \end{gathered}$ |
| Totals | 6，409 | 1， | 19.2 | 9，7¢E | 1，573 | 14.1 | 9，430 | $\underline{2,289}$ | 24.3 | 9，197 | 1，678 | $18 . \dot{\sim}$ |
| Jaluáry | 91 | ¿7 | ¢9．7 | 180 | 24 | 13.3 | 148 | 32 | 21.6 | 2¢0 | ¢4 | 9.2 |
| Februery | 175 | 54 | 3 C .9 | 276 | 49 | 17.8 | 320 | 76 | 23.8 | 189 | 51 | 27.0 |
| Aurch ． | 333 | 75 | ¢ 2.5 | 5\＆5 | 65 | 12．4 | 591 | 109 | 18.4 | 441 | 68 | 15.4 |
| april | 657 | $9 \varepsilon$ | 1.4 .3 | 917 | 160 | 17.4 | 900 | 24\％ | 26.9 | 851 | 133 | 15.6 |
| May ． | 701 | 136 | ］．5． 4 | 1，0\％7 | 161 | 15.7 | 1，013 | 254 | 25.1 | 795 | 138 | 17.4 |
| June | 560 | 13： | 23． 6 | 895 | 131 | 14.6 | 95： | 2cs | 23.4 | 906 | 170 | 18.8 |
| July | 706 | 158 | 2\％．4 | 1，361 | 179 | 13.2 | 989 | 2む\％ | 26.4 | 1，040 | 177 | 17.0 |
| HuEust | 550 | 135 | 85.5 | 840 | 123 | 14.6 | 737 | 215 | 29．0． | 781 | 206 | 26.4 |
| September | $69 \%$ | 115 | 16.6 | 899 | 121 | 13.5 | 945 | 183 | 19.4 | 95\％ | 158 | 16.6 |
| october． | 625 | EE | 14.1 | 874 | 108 | 12． 4 | 907 | 197 | $\therefore 1.7$ | 764 | 169 | 2\％． 1 |
| lovember | 769 | 125 | 16.3 | 914 | 111 | 12．1 | 878 | 251 | 88.6 | 1，033 | 173 | 16.7 |
| December． | 570 | 138 | 64.2 | 1，0\％0 | 141 | 13.8 | 1，050 | 285 | ${ }_{2}^{8}$ | 1，185 | 211 | 17.8 |

NEW MOTOR VEHICLES
1946 SALES AND FINANCING COMPARED




## Tuble 15.--Sales and Finaricine of New Notor Vehicles in Canada Compared, 190 k-1946


(x) Releases from reserve pool.
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