

of motor cars and trucks reached a total value as at factory of nearly \$97,470,000, a transportation investment of great economic importance. The production during 1923 consisted of 106,226 pleasure cars, valued at \$69,904,073; commercial cars to the number of 19,226, valued at \$8,941,011; and 21,750 chassis, valued at \$8,378,299. The total of pleasure cars was made up of 5,296 roadsters, 71,861 five-passenger touring cars, 1,860 seven-passenger touring cars, 10,051 coupes, 16,677 five-passenger closed cars and 481 seven-passenger closed cars. Of the roadsters produced, 4,821 were four-cylinder, 474 six-cylinder and 1 eight-cylinder. The total of five-passenger touring cars consisted of 65,151 four-cylinder, 6,679 six-cylinder and 31 eight-cylinder cars. The total of seven-passenger touring cars included 1,811 six-cylinder, and 49 eight-cylinder. The coupes manufactured during the year included 10,008 four-cylinder, 41 six-cylinder and 2 eight-cylinder. Of the five-passenger closed cars, 15,273 were four-cylinder, 1,352 six-cylinder and 52 eight-cylinder. The total of seven-passenger closed cars was made up of 411 six-cylinder and 70 eight-cylinder.

The commercial automobiles manufactured in Canada during 1923 all contained four-cylinder engines. There were 1,751 under one-ton capacity, 17,467 between one ton and five tons and 8 with capacity of five tons or over. In addition, 380 trucks were made by manufacturers of other products.

Apparent Sale.—The number of new cars made available for sale during 1923, arrived at by deducting the exports from the sum of the manufactures and imports, was 89,046 cars of all descriptions. The number computed in a similar manner for previous years was 62,536 in 1921 and 76,141 in 1922. These estimates, indicating the extent of the preparation for domestic requirements, disclose a remarkable growth. The registrations indicating the number of cars actually in use are presented in considerable detail in a later section of this volume. The increase in registrations from 69,598 in 1914 to 586,764 in 1923 summarizes the story.

Cars Withdrawn from Use.—The number of cars scrapped or withdrawn from use is a question arising in the anticipation of market requirements. The basis used is to credit on the one hand the sum of the cars licensed during the preceding year and manufactured and imported during the year in question, and to deduct from this amount the cars exported and licensed during the same year. In the calculations made, variations in the normal stocks in dealers' and manufacturers' hands from year to year are not considered. It is a matter of record that 504,446¹ licenses were issued to the public in 1922, 147,582 vehicles were made in 1923 and 11,822 were imported, making a total of 663,850 to be accounted for. Of this number, 576,598¹ were registered in 1923, the number exported was 70,358 and the remainder, 16,894, were withdrawn from use. The comparative figures were 25,687 in 1922 and 3,688 in 1921. The number of cars to be replaced must necessarily show an increase as more cars are brought into use. Occasionally one finds a writer who views with alarm the size of the registration figures, totalling 576,598¹ motor vehicles, but to those in the industry this large registration is a guarantee of stability.

Centralization.—In its growth from the early years of the century to the present, the industry has been characterized by several rather striking phenomena. The most remarkable of these has perhaps been the increase in the number of plants engaged in motor car production to a maximum of 17 in 1920, and a subsequent decline to 10 in 1923, while at the same time very substantial increases were shown in the number of persons employed and value of products. The making of motor

¹ Exclusive of tractors and motor cycles.