

adequate road systems is postponing a great increase in motor bus traffic for both passenger and fast freight service.

In a recent government report the statement is made that "the automotive transport industry is just beginning to be a factor in the transportation of passengers and freight in this country. Railways have found that the handling of less than car-load lots of freight is often unprofitable business; it follows that commercial trucks are being used in greater numbers to carry lighter shipments of property between some of the larger centres served by adequately surfaced highways". While the increased passenger and freight rates are probably a main cause of the comparatively slow increase in recent years in railway traffic (see Table 8 of this section), there can be no doubt that motor vehicles are now carrying much of the short haul traffic formerly carried by steam and electric railways. In addition, a certain amount of traffic formerly carried over water routes has been diverted to these more modern carriers.

The automobile manufacturing industry in Canada has made very rapid growth since its beginning about the year 1905, two of its chief tendencies during the period having been a consolidation of smaller firms into large units and the adoption of large-scale methods of production, similar in many ways to those of the American industry. A brief statement of its history, with statistics of production, etc., is to be found on pp. 432 to 436 of the Canada Year Book, 1924.

**Registration.**—The increase in the use of motor vehicles in Canada has been very rapid. In 1904 the number of motor vehicles registered in Ontario was only 535. In 1907, 2,130 motor vehicles were registered in six provinces, and in 1908, 3,033 in eight provinces, the motor car being at that time prohibited in Prince Edward Island. From these small beginnings Table 33 shows an increase to 728,005 motor vehicles in 1925, an increase over 1924 of 75,884, or more than the total number of motor vehicles registered in 1914. In Table 34 are given the numbers registered by provinces in 1925, classified as passenger cars, commercial cars or trucks and motor cycles.

By far the greatest increase during the past year has been in Ontario, where the number of cars registered in 1925 is shown as 344,112, in comparison with 308,693 in the previous year. The percentage increase in this province was 11·5, as compared with a figure of 11·6 for the whole of Canada, the absolute increase, 35,419, constituting 47 p.c. of the total increase for the Dominion.

According to statistics collected for 1925 by the National Automobile Chamber of Commerce of the United States, Canada in that year receded to fourth place among the countries of the world in the number of its registered motor vehicles. The total shown (719,718), which, however, is lower than the provincial totals of registrations collected by the Dominion Bureau of Statistics, is 183,303 less than that of the United Kingdom, with 903,021, and 15,282 less than France, with 735,000 registered motor vehicles in 1925. Registrations in United States during 1925 were 19,954,347; in Germany, 323,000; in Australia, 291,212; in Argentina, 178,050; in Italy, 114,700; and in New Zealand, 96,348.

In 1925, there was in Canada one motor vehicle for every 12·9 of its population, or one for every 2·6 families. In respect to motor vehicles per population, when compared with the more important foreign countries, Canada ranks second to the United States, where, in 1925, there was a motor vehicle registered for every 5·7 of the population of the country. A comparison of the various provinces in the same respect shows, in 1925, one motor vehicle to every 29·5 persons in Prince Edward Island, to every 23·5 in Nova Scotia, 21·2 in New Brunswick, 25·8 in