

dustry, possessing in that year more than half of the 10,000 cars in operation in Europe, while in the United States the number of cars was only about 700. Shortly afterwards, the invention of the Ford car resulted in a keen competition to bring motor cars within the reach of the average man, profits being secured from large production rather than high prices. Detroit became the centre of the automobile industry of the United States and the Canadian side of the Detroit river became the headquarters of the Canadian industry. As a consequence, the population of the border towns Windsor, Walkerville and Sandwich greatly increased between 1911 and 1921, while the town of Ford (now East Windsor), which had no existence in 1911, had 5,870 inhabitants in 1921 and 13,531, according to the municipal assessors, in 1928, when the aggregate for the "Border Cities" was over 105,000. Problems of regional location have resulted, during more recent years, in a gradual shifting of the centre of the industry, and the Toronto and Oshawa districts now rival in importance the older established centre on the Detroit river.

Like many other inventions, the motor car commenced as a toy, then became a luxury of the rich, while now it ranks as a necessity of life to a large proportion of the population. In the past few years, the motor truck and the motor bus have assumed considerable economic importance, and are separately classified in Table 35.

Up to the present the motor vehicle has affected the passenger traffic of the steam and electric railways more than the freight. Five interurban electric railways have recently ceased operation and passenger traffic on the smaller electric railways and on the steam railways has declined during the last decade instead of increasing with increased population. This diversion of passenger traffic has been effected largely by the private automobile, although the motor bus is rapidly becoming more important and is now operating between all large centres. The motor truck is also carrying an increasing amount of freight, although no statistics are yet available showing the tonnage handled.

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 United States industry. A brief statement of its history, with statistics of production, etc., is to be found on pp. 432-436 of the Canada Year Book, 1924, while more recent statistics of production will be found in Chapter XIV of this volume which deals with manufactures.

Section I.—Statistics of Motor Vehicle Operation.¹

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 34 shows an increase to 1,239,889 motor vehicles in 1930, an increase over 1929 of 44,295, or more than the total number of motor vehicles registered in 1912. In Table 35 are given by provinces the numbers of motor vehicles registered in 1930, classified as passenger cars, commercial cars or trucks, motor buses and motor cycles.

¹ Revised by G. S. Wrong, B.Sc., Chief of the Transportation and Public Utilities Branch of the Dominion Bureau of Statistics. The subject is treated in greater detail in "Highways and Motor Vehicles in Canada," published annually by this Branch.