

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 37.

Up to the present the motor vehicle has affected the passenger traffic of the steam and electric railways more than the freight. Eleven inter-urban and seven urban electric railways have ceased operation since 1926, 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 showing the tonnage handled are as yet available.

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. 432-6 of the Canada Year Book, 1924, while more recent statistics of production will be found in Chapter XIV. (See also the Manufactures chapter of this volume.)

Section 1.—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 36 shows an increase to 1,232,486 motor vehicles by 1930. For the last two years decreases have been recorded. In Table 37 the numbers of motor vehicles registered in 1931 and 1932 are given by provinces, classified as passenger cars, commercial cars or trucks, motor buses and motor cycles.

The average population per vehicle registered was 8.6 in 1931. Canada ranked fourth in this respect, the United States being first with 5.1. On the basis of the total registration of 1,114,503, only three countries had larger numbers in 1931, *viz.*, United States, 26,093,457; Great Britain and Northern Ireland, 1,949,471; and France, 1,984,681.

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.