

population. The production of motor vehicles in Canada reached a high record in 1929 with a total of 262,625 cars and trucks, but declined to 82,621 in 1931 and 60,816 in 1932, a smaller total than in any year during the period of observation commencing in 1917. This has been the result not only of reduced purchases of cars in the domestic market due to the hard times, but to a large falling-off in exports, which amounted to 102,382 in the calendar year 1929 and only 13,022 in 1932.

**Construction.**—The decline in construction which was in evidence during 1931 was still more pronounced during 1932. The value of construction contracts awarded during the year was \$132,872,000 compared with \$315,482,000 in 1931 and \$456,999,600 in 1930, a decline of 57.9 p.c. from the 1931 total and 70.9 p.c. from that of 1930. The total was the lowest since 1918. The smallest declines as compared with 1931 occurred in the contracts awarded for public garages, office buildings and warehouses, while residential building showed the greatest falling-off in this comparison. The building permits issued by 61 cities declined from \$166,379,325 in 1930 to \$112,222,845 in 1931 and \$42,319,397 in 1932, or by 74.6 p.c. in the two years.

**External Trade.**—The external trade of Canada has been affected during the past three years, so far as exports are concerned, by the smaller crops from 1929 to 1931 and the much lower prices obtained for them, as well as by the general trade depression throughout the world. The decline in imports in 1932-33 has been greater than that of exports, the normal position for Canada in a time like the present, when, with heavy interest payments to make abroad, there is no large inflow of foreign capital taking place. Exports during the fiscal year 1933 were \$480,713,797 compared with \$587,565,517 in 1932 and \$1,388,896,075 in 1929, the record year since the War. Imports in the fiscal year 1933 amounted to \$406,271,329, compared with \$578,503,904 in 1932 and \$1,265,679,091 in 1929, which was the peak year for imports.

**Railway Transportation.**—The passenger traffic of railways in Canada has shown a more or less steady decline during the past decade, but the decline has been greatly accelerated during the past three years and for 1932 it was less than half of the 1929 traffic. Freight traffic has also suffered and would have been considerably less but for the fairly steady flow of grain from the western provinces which was affected less than any other class of freight by the world-wide stagnation. Compared with 1929 traffic the tonnage of agricultural products was reduced by 3.1 million tons, or 14.3 p.c.; animal products was reduced by 0.8 million tons, or 27.2 p.c.; mine products by 22.9 million tons, or 54.0 p.c.; forest products by 9.6 million tons, or 63.4 p.c. and manufactures and miscellaneous freight by 17.7 million tons, or 55.2 p.c. Although the rates on grain are very low, the long haul brings the average revenue per ton up to around \$3.40 as against \$3.50 for all freight. Gross revenues of the railways, however, were greatly depleted and for 1932 the principal railways showed a decrease of \$64,000,000, or 18 p.c., compared with 1931 revenues. Although drastic reductions were made in operating expenses by cutting wages and otherwise, certain maintenance and other expenses had to be maintained irrespective of traffic and net operating revenues were down by \$843,000. Car loadings for the first 23 weeks in 1933 were below 1932 loadings by 171,358 cars, or 17.9 p.c., but were improving during May and June, the decrease at the middle of April being 20.2 p.c.; with a large stock of grain in the western country elevators (97 million bushels on June 9) to be moved to make room for the new crop and indications of improvement in other classes of freight, car loadings should pass the 1932 records before the end of the year.