

**Apparent Consumption of Automobiles.**—The apparent consumption of automobiles in Canada in any year may be computed by deducting the number exported from the sum of the production and imports. Statistics regarding retail sales and the financing of motor-vehicle sales in Canada are given at pp. 821-823 of this volume. The figures as now presented for the years 1939-47 (Table 4), are not quite comparable with earlier statistics as they have been revised and improved in several respects over this period.

#### 4.—Apparent Supply of New Automobiles, 1939-47

| Year      | Cars Made for Sale in Canada |             | Imports <sup>1</sup> |             | Re-exports of Imported Cars |             | Apparent Supply <sup>2</sup> |             |
|-----------|------------------------------|-------------|----------------------|-------------|-----------------------------|-------------|------------------------------|-------------|
|           | Pass-enger                   | Com-mercial | Pass-enger           | Com-mercial | Pass-enger                  | Com-mercial | Pass-enger                   | Com-mercial |
|           | No.                          | No.         | No.                  | No.         | No.                         | No.         | No.                          | No.         |
| 1939..... | 75,145                       | 24,058      | 16,585               | 1,699       | 207                         | 13          | 91,523                       | 25,744      |
| 1940..... | 94,633                       | 53,169      | 15,386               | 1,633       | 145                         | 10          | 109,874                      | 54,792      |
| 1941..... | 81,943                       | 76,627      | 2,672                | 1,036       | 26                          | Nil         | 84,589                       | 77,663      |
| 1942..... | 8,596                        | 93,903      | 327                  | 718         | 9                           | 2           | 8,914                        | 94,619      |
| 1943..... | Nil                          | 79,290      | 21                   | 795         | 1                           | 163         | 20                           | 79,922      |
| 1944..... | "                            | 66,013      | 35                   | 3,249       | 5                           | 33          | 30                           | 69,229      |
| 1945..... | 1,866                        | 47,459      | 236                  | 1,855       | 3                           | 19          | 2,099                        | 49,295      |
| 1946..... | 63,501                       | 41,318      | 18,642               | 3,600       | 6                           | 72          | 82,137                       | 44,846      |
| 1947..... | 128,243                      | 63,152      | 35,570               | 7,293       | 26                          | 4           | 163,787                      | 70,441      |

<sup>1</sup> Does not include repatriated Armed Forces vehicles.

<sup>2</sup> Does not include military vehicles sold to public.

**Finances of Road Transportation.**—The cost of road transportation to the people of Canada may be summarized under the following headings: expenditures on roads and highways; expenditures of individuals and corporations on owned motor-vehicles; expenditures for freight and passenger services rendered by motor-vehicle public carriers such as taxi, bus and motor-transport companies; and expenditures on garages, service stations, etc. Since expenditures on roads and highways are made almost entirely by governmental bodies, fairly complete statistics are available regarding them but, owing to the tremendous number of individuals and organizations that would have to be canvassed and the difficulties involved, complete statistics are not available under the other headings. Sales of gasoline are given at p. 714 and revenues of motor-carriers at p. 711.

*Expenditures on Roads and Highways.*—Roads in Canada, except in the Territories and the National Parks are under the jurisdiction of provincial and municipal authorities. During the war years, capital expenditures on highways, bridges and ferries have shown a decided drop as compared with the years immediately preceding the War. On the other hand, maintenance expenditures have increased considerably.