

An interesting feature of the above tables is the response shown by the car, as compared with the commercial vehicle, to conditions of trade boom or depression. The car was influenced earlier by the depression, and has been slower in reacting to the improved conditions. Motor-cycles are falling behind, due, no doubt, to the increasing numbers of small cars. The commercial vehicle was influenced to a relatively smaller degree by the depression, and its rate of entry into our traffic system, taken over a number of years, seems to be accelerating.

(b) REGISTRATIONS OF MOTOR-VEHICLES, BY COUNTRY OF MANUFACTURE.

The following table shows the country of manufacture and the number of motor-vehicles registered during the years ended 31st March, 1927 to 1936, inclusive :—

Year ended 31st March,	Great Britain.	United States of America or Canada.	Other Countries.	Total Registrations.
<i>Motor-cars.</i>				
1927	2,185	13,623	631	16,439
1928	2,172	10,078	281	12,531
1929	2,886	15,667	186	18,739
1930	3,675	16,993	134	20,802
1931	3,265	9,057	56	12,378
1932	2,607	3,477	67	6,151
1933	2,832	1,834	50	4,716
1934	3,091	2,406	54	5,551
1935	6,096	6,730	69	12,895
1936	9,396	10,023	50	19,469
Totals ..	38,205	89,888	1,578	129,671
<i>Commercial Vehicles.</i>				
1927	630	3,907	155	4,692
1928	522	2,706	171	3,399
1929	522	3,318	327	4,167
1930	502	4,792	451	5,745
1931	392	3,225	496	4,113
1932	447	1,574	635	2,656
1933	686	1,149	805	2,640
1934	941	1,471	927	3,339
1935	1,266	2,791	954	5,011
1936	1,515	3,785	1,145	6,445
Totals ..	7,423	28,718	6,066	42,207
<i>Motor-cycles.</i>				
1927	3,851	1,592	21	5,464
1928	3,479	1,067	14	4,560
1929	3,794	949	25	4,768
1930	3,486	802	12	4,300
1931	2,581	548	10	3,139
1932	1,567	483	8	2,058
1933	1,515	545	12	2,072
1934	1,428	514	14	1,956
1935	1,669	542	22	2,233
1936	1,897	486	38	2,421
Totals ..	25,267	7,528	176	32,971