

2. DEVELOPMENT OF MOTOR TRANSPORT.

A. REGISTRATIONS OF MOTOR-VEHICLES, BY TYPES OF VEHICLE.

Under the Motor-vehicles Act a new vehicle is registered and simultaneously licensed for the ensuing year or part thereof. The license is renewable each year. If a license is not renewed, the registration is classed as "dormant," and after remaining "dormant" for two complete years is cancelled, the assumption being that the vehicle in question is permanently off the road. If, however, the vehicle is again brought into use after its registration has thus been cancelled, it is treated as a new registration. The registration figures set out hereunder, therefore, are not an exact record of the number of new vehicles introduced into our traffic system: they include an unknown but probably small number of vehicles which have been out of commission for more than two years.

The following table sets out the annual registrations since 1926 :—

Year ended 31st March,				Cars.	Commercial Vehicles	Cycles.	Total Registrations.
1926	..	..	..	18,811	4,409	5,130	28,350
1927	..	..	..	16,439	4,692	5,464	26,595
1928	..	..	..	12,531	3,399	4,560	20,490
1929	..	..	..	18,739	4,167	4,768	27,674
1930	..	..	..	20,802	5,745	4,300	30,847
1931	..	..	..	12,378	4,113	3,139	19,630
1932	..	..	..	6,151	2,656	2,058	10,865
1933	..	..	..	4,716	2,640	2,072	9,428
1934	..	..	..	5,551	3,339	1,956	10,846
1935	..	..	..	12,895	5,011	2,233	20,139
1936	..	..	..	19,469	6,445	2,421	28,335
1937	..	..	..	25,796	8,999	3,028	37,823
1938	..	..	..	29,837	10,413	3,018	43,268

The foregoing figures have been incorporated in the following table, which shows the relative increase or decrease in the annual registrations measured according to the figures for 1926 :—

Year ended 31st March,				Cars.	Commercial Vehicles.	Cycles.	Total Registrations.
1926	..	..	..	100	100	100	100
1927	..	..	..	87	106	107	94
1928	..	..	..	67	77	89	72
1929	..	..	..	100	95	93	98
1930	..	..	..	111	130	84	109
1931	..	..	..	66	93	61	69
1932	..	..	..	33	60	40	38
1933	..	..	..	25	60	40	33
1934	..	..	..	30	76	38	38
1935	..	..	..	69	114	44	71
1936	..	..	..	103	146	47	100
1937	..	..	..	137	204	59	133
1938	..	..	..	159	236	59	163

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 1938, 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
1937	..	..	..	14,556	11,133	107	25,796
1938	..	..	..	16,610	12,919	308	29,837
Totals	..	..	..	69,371	113,940	1,993	185,304