

36.—Canadian Imports and Exports of Motor Vehicles, fiscal years ended Mar. 31, 1907-1923.

Fiscal Years.	Total Imports.				Total Exports (including re-exports).			
	Passenger.		Freight. <sup>2</sup>		Passenger.		Freight. <sup>3</sup>	
	No.	\$	No.	\$	No.	\$	No.	\$
1907 <sup>1</sup> .....	350	531,028	-	-	126	168,142	-	-
1908.....	674	912,371	-	-	205	320,708	-	-
1909.....	533	585,097	-	-	279	450,127	-	-
1910.....	1,424	1,732,215	-	-	448	627,469	-	-
1911.....	3,488	4,235,196	-	-	787	892,212	-	-
1912.....	6,022	6,511,115	-	-	2,156	2,039,993	-	-
1913.....	8,377	9,738,839	-	-	4,091	2,952,988	-	-
1914.....	6,288	7,213,375	-	-	6,691	4,321,369	-	-
1915.....	5,476	4,888,704	-	-	5,579	3,290,234	-	-
1916.....	8,055	5,089,329	-	-	17,493	9,223,813	-	-
1917.....	12,037	7,981,177	327	423,824	10,331	5,637,465	-	-
1918.....	16,118	11,317,245	964	1,275,179	8,829	4,471,521	-	-
1919.....	6,473	5,326,510	1,744	2,274,748	11,867	6,328,447	2,584	1,347,521
1920.....	10,805	11,204,461	2,274	3,831,084	20,883	13,589,423	4,166	2,319,629
1921.....	5,907	8,399,537	1,706	3,578,938	15,870	11,867,425	4,341	2,733,775
1922.....	7,181	9,501,362	806	1,537,765	13,676	7,879,845	1,314	673,038
1923.....	11,402	11,857,165	1,082	1,889,105	45,372	25,987,515	3,726	1,456,795

<sup>1</sup> Nine months.

<sup>2</sup> Freight automobiles were classified with passenger automobiles in figures of imports until 1917.

<sup>3</sup> Freight automobiles were classified with passenger automobiles in figures of exports until 1919.

## VII.—AIR NAVIGATION.

It was only in 1909 that Blériot made the first flight across the English channel, his venture marking the successful culmination of the many previous years of experiment with aircraft. In the five years that intervened before the war, progress was slow, increasing greatly, however, with the exigencies of the belligerents in the European conflict. Post-war years are witnessing, in Canada, serious and successful attempts to adapt the experience of war years to commercial purposes.

A result of the impetus given to air navigation by military operations has been, in Canada as in other countries, that the control of its development has rested largely in the hands of military authorities, and at the present time all aerial traffic, if not directly under the supervision of the Department of National Defence, is at least carried on with its sanction. This latter takes the form of licenses and permits granted to duly tested machines and qualified personnel.

Aeronautics in the Dominion has now three distinct phases,—(1) commercial flying, (2) flying for the civil service of the government, (3) military operations; while the two latter are unquestionably of great importance in the development of the technique of flying, still the former seems the direction in which the most notable advances will be made.

The report of the Air Board for the calendar year 1922 shows a total of 24 companies operating aircraft or using them as auxiliaries in the conduct of their business. The greatest use made of machines as commercial carriers has been in co-operation with the Forestry Departments of the Provincial Governments for patrol and survey purposes. Their value also as mail carriers on the Pacific coast and as a means of transport to pulp and paper companies in their forest operations has become established.

Brief tables compiled from the reports of the Air Board for the years 1921 and 1922 are appended. While statistics are not given in them under provincial classifications, it may suffice to state that the greatest amount of flying is done in Ontario, Quebec and British Columbia, these three provinces providing the most extensive fields for forest survey and fire patrol work. A smaller amount has been done in