aviation has substantially increased. In illustration of this fact, attention may be drawn to the decrease in the number of machine flights, accompanied by the increase in mileage flown and a longer average flight duration.

A table of civil aviation accidents in 1921, 1922 and 1923 follows.

35.—Commercial Aviation Accidents in Canada for the calendar years 1921-1923.

Items.	1921.	1922.	1923.
Accidents—			
Resulting in death to occupants	3	–	2
Resulting in injury	2	3	3
Not involving injury	10	4	4
Total accidents	15	7	9
Fatalities—			
Pilots killed	1	–	2
Crew killed	–	–	–
Passengers killed	3	1	3
Total personnel killed	4	1	5
Injuries—			
Pilots injured	3	3	2
Crew injured	–	–	–
Passengers injured	3	6	1
Total personnel injured	6	9	3

VIII.—CANALS.

Historical.—Before the period of extensive railway construction which commenced for Canada in the 1850's, the water routes, more especially the St. Lawrence, the Great Lakes and the Ottawa, were the chief avenues of transportation. These routes were interrupted at certain points, necessitating portages. The canals of Canada were, in the main, constructed to eliminate the toil of unloading, transporting and reloading at the portages.

The earliest mention of canals in Canada is in connection with the Lachine canal, begun by early French settlers in 1700, but only after the conquest of Canada by the British were improvements of the main water routes made, and in the early part of the 19th century, increased internal and foreign trade and the introduction of steam navigation resulted in more attention being given to this work. Although for a time the canals were constructed primarily for military purposes, they soon became essential to the commercial life of the country.

Canal Systems.—There are six canal systems under the control of the Dominion Government in connection with navigable lakes and rivers. They consist of the canals (1) between Port Arthur or Fort William and Montreal; (2) from Montreal to the international boundary near lake Champlain; (3) from Montreal to Ottawa; (4) from Ottawa to Kingston and Perth; (5) from Trenton, lake Ontario, to lake Huron (not completed); and (6) from the Atlantic ocean to Bras d'Or lakes, Cape Breton. The total length of the waterways comprised within these systems is about 1,594 statute miles, the actual mileage of canals constructed being 117.2.

St. Lawrence Canals.

The St. Lawrence River group, part of the Montreal to Port Arthur system, comprises six separate canals at different points between Montreal and Prescott, not including the so-called "submerged canal" or channel dredged through shallow parts of the river between Montreal and Quebec.