

importation of parts has increased with the growth of the industry and amounted in the fiscal years ending Mar. 31, 1914, 1921, 1925 and 1926 to \$3,966,379, \$11,760,367, \$14,188,715 and \$23,111,109 respectively. For the same fiscal years exports (including re-exports) of automobile parts were as follows:—\$235,857, \$5,193,507, \$5,442,472 and \$7,724,730.

36.—Canadian Imports and Exports of Motor Vehicles, fiscal years ended Mar. 31, 1908-1926.

Fiscal Years.	Total Imports.				Total Exports (including re-exports).			
	Passenger.		Freight ¹ .		Passenger.		Freight. ²	
	No.	\$	No.	\$	No.	\$	No.	\$
1908.....	674	912,371	-	-	205	320,703	-	-
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.....	6,289	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	1,347,531
1920.....	10,805	11,204,461	2,274	3,831,084	20,883	13,589,423	4,166	2,319,629
1921.....	5,907	8,389,537	1,706	3,573,938	15,870	11,867,425	3,441	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
1924.....	9,549	9,532,850	1,340	1,910,808	54,939	27,566,869	15,419	5,545,225
1925.....	8,835	8,726,714	934	1,364,664	44,626	22,393,397	11,790	4,055,796
1926.....	14,935	14,022,814	1,189	1,772,414	61,860	29,888,014	19,238	6,200,327

¹Freight automobiles were classified with passenger automobiles in figures of imports until 1917.

²Freight automobiles were classified with passenger automobiles in figures of exports until 1919.

VII.—AIR NAVIGATION.

Up to the present time flying in Canada has been used principally as an improved method of observation, rather than as an organized means of transportation. Foresters and surveyors watched the progressive growth in capacity and efficiency of aircraft during the war, and as much of their work lay in the remoter parts of Canada where transportation facilities were poor or non-existent, they were fully alive to the possibilities of increasing the efficiency of their services by the use of aircraft. In the same way, those interested in the administration and development of these areas saw in aviation the solution of many of their difficulties. Aircraft could provide a ready means of obtaining accurate information of conditions in the unsettled parts of Canada and an easy access to them. There was, therefore, a considerable demand for air services. The importance of air mail and passenger services was not lost sight of, but inquiries had shown that the establishment of an organized system of air transport throughout the country would entail very large capital and operating charges, with but little promise of adequate returns for some years.

The 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.

Aviation in Canada is divided into two main branches:—(1) civil aviation; (2) military aviation.