

During the fiscal year 1927, however, while the exports have maintained the high figures of previous years, the imports have increased so much as to again approach the value of the exports. The importation of parts has increased with the growth of the industry and amounted in the fiscal years ended Mar. 31, 1926 and 1927, to \$23,111,109 and \$30,336,461 respectively. In the same fiscal years exports (including re-exports) of automobile parts were \$7,724,730 and \$5,264,699 respectively.

36.—Canadian Imports and Exports of Motor Vehicles, fiscal years ended Mar. 31, 1908-1927.

Fiscal Years.	Imports of Motor Vehicles.				Exports of Motor Vehicles (including re-exports).			
	Passenger.		Freight ¹ .		Passenger.		Freight ² .	
	No.	\$	No.	\$	No.	\$	No.	\$
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.....	6,478	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	3,441	2,732,775
1922.....	7,181	9,501,362	806	1,537,765	18,676	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	9,532,350	1,940	1,910,808	54,939	27,566,869	15,419	5,545,225
1925.....	8,836	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	29,898,014	19,338	6,800,327
1927.....	29,202	23,882,466	2,548	3,200,626	51,622	25,282,512	20,423	6,899,526

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 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.

The importance of air mail and passenger services has not been overlooked. There was little development in this line before 1927, owing to the more urgent demand for other forms of flying, the climatic difficulties and the financial stringency of the post-war period. The Post Office Department and other transportation interests are now commencing to study this problem. Several air mail contracts have been let and surveys are being made of air routes connecting the main centres of population. In 1927 an air mail service was established between Rimouski and Montreal.