

models. In the fiscal year 1929, with this firm again producing, the total number of cars exported was more than double the number imported, and the proportion was about the same in 1930. Both imports and exports were greatly reduced in 1931 and 1932 due to the world-wide depression. The importation of parts had increased with the growth of the industry and amounted in the fiscal years ended Mar. 31, 1928 and 1929, to \$33,237,181 and \$55,761,414 respectively, but decreased in 1930 to \$35,746,929, in 1931 to \$19,597,213 and in 1932 to \$13,451,825. In the same fiscal years exports (including re-exports) of automobile parts were \$3,304,937, \$3,804,743, \$3,555,523, \$1,933,048 and \$1,330,125 respectively.

39.—Imports and Exports of Motor Vehicles, fiscal years ended Mar. 31, 1905-32.

Fiscal Year.	Imports of Motor Vehicles.				Exports of Motor Vehicles (including re-exports).			
	Passenger.		Freight. ¹		Passenger.		Freight. ²	
	No.	\$	No.	\$	No.	\$	No.	\$
1908.....	674	912,971	-	-	206	320,708	-	-
1909.....	533	585,097	-	-	279	450,127	-	-
1910.....	1,424	1,732,215	-	-	448	627,469	-	-
1911.....	3,486	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	5,326,519	1,744	2,274,748	11,897	6,329,447	2,584	1,347,521
1920.....	10,805	11,204,401	2,274	3,831,084	20,883	13,589,423	4,166	2,319,629
1921.....	5,907	5,399,537	1,706	3,578,938	15,870	11,867,425	3,441	2,735,775
1922.....	7,181	9,501,362	808	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	9,532,350	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	61,890	29,888,014	19,238	6,300,327
1927.....	29,202	23,822,455	2,548	3,200,626	51,638	24,244,987	20,423	6,899,526
1928.....	35,783	29,234,603	4,208	5,187,889	32,076	19,833,969	15,115	5,611,929
1929.....	42,447	34,173,547	7,417	8,795,929	72,524	31,654,942	31,499	11,845,468
1930.....	33,834	28,080,872	5,078	6,403,794	50,873	23,690,765	29,732	12,140,486
1931.....	17,058	13,358,529	2,987	3,913,361	24,739	11,079,979	13,584	5,289,455
1932.....	4,796	3,816,447	799	939,306	6,623	2,916,732	2,915	1,135,956

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

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

Section 2.—Motor Vehicle Acts and Regulations.¹

In all provinces a motor vehicle must be registered and each person who operates a car must be licensed as a chauffeur, an operator, or a beginner. The following is a brief synopsis of the regulations in force in each province.

Prince Edward Island.—Under the Highway Traffic Act, 1930, and Regulations, all cars must be registered in the office of the Provincial Secretary. In addition to a registration fee of \$2.50 for cars not previously registered in the province and a marker fee of \$1, an annual tax of 70 cents per 100 pounds weight is payable on Mar. 1, but is not required of non-residents if the province or State of origin grants exemptions to Prince Edward Island privately-owned passenger motor vehicles. Every car must have a lock or other device to prevent it from being

¹ The information in this Section has been revised by the officials in charge of the administration of Motor Vehicle Acts and Regulations in the different provinces.