

and results, and now it is fully realized that aviation is both more economical and more efficient in patrolling for forest fires and in mapping and surveying unexplored timber lands than any other method.

All aircraft, pilots, air engineers and air harbours operate under license from and under the supervision of the Department of National Defence, which is responsible for the application of Air Regulations, 1920.

During 1923 civil aviation was carried on by the Laurentide Air Service, Fairchild Aerial Surveys Co., Dominion Aerial Exploration Co. and several smaller firms and individuals including the Laurentian Air Services of St. Jovite, P.Q.; Commercial Aviation School of Victoria, B.C.; J. V. Elliot of Hamilton, Ont.; R. J. Groome of Moose Jaw, Sask.; and O. H. Clearwater of Saskatoon, Sask.

Military Aviation.—Military aviation is divided into two parts, (1) civil operations for other Departments of the Dominion Government and for Provincial Governments and (2) Air Force training, both carried out by the Royal Canadian Air Force. Civil operations include forest fire patrols and sketch mapping, aerial surveys, fishery protection and transportation in the remoter parts of the country. For this work there are operational stations at Vancouver, B.C., High River, Alta., Victoria Beach, Man. and Dartmouth, N.S. Air Force training is carried out at Camp Borden and experimental work at Ottawa.

Brief tables compiled from the reports of the Air Board for the years 1922 and 1923 are appended. While these statistics are not given 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 Saskatchewan. No flights were recorded during the year 1923 in Alberta, Manitoba, Prince Edward Island, Nova Scotia or New Brunswick. Expenditure by the Dominion Government on military aviation for the fiscal year 1923-24 was set by the estimates at \$1,250,000. This includes amounts apportioned to the two branches set out above.

34.—Summary Statistics of Commercial Aviation in Canada, calendar years 1921-1923.

Items.	1921.	1922.	1923.
Firms selling aircraft.....	1	1	2
Firms operating aircraft.....	29	23	15
Licensed airplanes.....	58	46	45
Licensed seaplanes.....	15	13	23
Total licensed aircraft.....	73	60 ¹	69
Machine flights.....	10,386	4,415	3,086
Total machine mileage.....	294,449	185,211	188,098
Number of passengers carried.....	9,153	4,282	2,238
Total number of persons carried.....	19,539	8,697	5,324
Freight or express carried (lbs.).....	79,850	14,681	17,600
Mail carried (lbs.).....	—	62,025	—
Total licensed air harbours.....	35	30	31
Total licensed personnel.....	223	164	296
Unlicensed mechanics employed.....	26	20	18

¹ Includes one amphibian type in commercial use.

The figures shown in the table above indicate decreases in the number of machine flights, passengers carried and other aspects of the general use of aircraft in the Dominion. While decreases are undoubtedly to be recognized, at the same time the point may be made that the amount of useful work carried on by means of