

## 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 enquiries 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.

**Civil Aviation.**—The outstanding event of the year 1924 was the definite entry of the Government of Ontario into the field of aviation. In the spring of the year it was decided to establish a flying service as part of the Forestry Branch, instead of continuing, as in the past two years, to make contracts with commercial firms for the flying required by their forest services. This decision was taken after four years' trial of the use of aircraft, and indicates the exceedingly useful, if not essential, part played by aviation in the modern programme of forest conservation.

The first air route for the regular conveyance of passengers, mail and freight, was established during the year by the Laurentide Air Service, operating from Haileybury, on the T. & N.O. railway, and Angliers on the Canadian Pacific railway, into the new Rouyn gold fields. A total of 1,004 passengers, 78,000 pounds of freight and express, and 15,000 letters and telegrams were carried up to the end of the year.

Photography, sketch mapping and forest fire patrol, however, are still the mainstay of civil aviation and showed much progress during the year, the Ontario Provincial Air Service, the Fairchild Aerial Surveys Co. of Canada, Ltd., the Dominion Aerial Exploration Co. and the Laurentide Air Service doing the bulk of the work. Other concerns operating during the year were the Laurentian Air Services, St. Jovite, Que., J. V. Elliot, Hamilton, Ont., E. A. Alton, Winnipeg, Man., R. J. Groome, Moose Jaw, Sask., L. H. Adair, Lake Saskatoon, Alta. and H. H. Fitzsimmons, Lethbridge, Alta.

Statistics of civil aviation have been compiled from the Report on Civil Aviation, 1924 (Table 37). While these statistics are not given under provincial classifications, it may suffice to state that the greatest amount of flying is done in Ontario and Quebec, while the greatest amount of operational flying carried out by the Air Force is in British Columbia, Alberta and Manitoba.