

The increasing importance of civil aviation and the need for an organization separate from that of the military Air Force led to the reorganization of the Air Services in the Department of National Defence on July 1, 1927. There are now four branches:—the Royal Canadian Air Force, which is a directorate of the Chief of Staff's Branch; the Directorate of Civil Government Air Operations, responsible for the flying operations for civil branches of the Government service such as forestry, survey, etc.; the Controller of Civil Aviation's Branch, which is responsible for the licensing of aircraft, personnel and air harbours, the survey of air routes and the administration of the Air Regulations; the Aeronautical Engineering Branch, the chief of which serves as consulting engineer to all services. The last three come directly under the Deputy Minister of National Defence.

**Civil Aviation.**—There was in 1927 a great increase in the amount of flying for civil purposes in the Dominion. The use of flying in the development and conservation of the natural resources of the remoter parts of the country is now firmly established. Over 200 million acres of forest land are now under daily patrol during the season of fire hazard. The air survey program for 1927 covered an area of some 50,000 square miles, and during the past four years a total of a quarter of a million square miles in different parts of the Dominion has been mapped from the air. Operations for fishery protection, the preparation of forest inventories by type sketching from the air, the transportation of men and supplies to the remoter parts of the country, and air mail, passenger and express services to the mining camps, have been greatly extended. Experimental work on air mails, counter measures against the wheat rust disease and the control of the spruce bud worm were also undertaken. The principal flying organizations in the country other than those of the Dominion Government are:—Canadian Airways, Ltd., of Three Rivers, P.Q.; Dominion Airways, Ltd., of Vancouver, B.C.; J. V. Elliot Air Service, of Hamilton, Ont.; Fairchild Aviation, Ltd., of Grand'Mère, P.Q.; the Ontario Air Service, which is a branch of the Forest Service of the Provincial Department of Lands and Forests; Pacific Airways, Ltd., of Vancouver, B.C., and Western Canada Airways of Winnipeg, Man. Schools of aviation have been formed and are operating at Regina, Winnipeg, Peterborough and Hamilton.

Following the decision of the Canadian Government to participate in the development of airships for transoceanic and long distance air transport, two airship experts visited the Dominion to assist in the selection of a suitable base in Eastern Canada. On their advice the site for an air ship mooring station has been purchased on the south shore of the St. Lawrence, opposite Montreal, at St. Hubert station on the Canadian National railway. It is proposed to create there, as conditions warrant, a public air terminal, not only for airships, but for aeroplanes as well.

Aircraft for civil and military purposes are now being built in increasing numbers at Canadian Vickers, Ltd., Montreal, who maintain their own design department and have produced several original types specially suited for operations in Canada.

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