

ments in various parts of the country. Permanent bases are established at High River, Alta.; Winnipeg, Man.; Ottawa, Ont.; and Dartmouth, N.S. The forest area under fire protection is 57,752,085 acres. During 1928 a total of 53,000 square miles were photographed for survey purposes; the flying time on all operations was 8,143 hours.

Provincial Operations.—The Ontario Provincial Air Service owns and operates 21 aircraft on fire protection, transportation, aerial photography and sketching in Northern Ontario, covering an area of about 800 miles from east to west, and 400 miles from north to south. Quebec and British Columbia contract with commercial firms for the flying required.

Commercial Aviation.—During 1928 there were 55 commercial operating companies in Canada; their activities included forest fire patrols, timber cruising, aerial photography, transportation of passengers, express and mail, instruction, advertising, short passenger flights, etc., in various parts of the country.

Regular air mail services were established in January 1928. Contracts have been awarded to commercial firms by the Post Office Department for the following air mail routes:—*Winter Services:* Leamington-Pelee Island; Quebec-Seven Islands-Anticosti; Moncton-Magdalen Islands. *Summer Services:* Rimouski-Montreal-Ottawa. *Annual Services:* Montreal-Toronto; Montreal-Albany; The Pas-Kississing; Lac du Bonnet-Bissett-Wadhope; Sioux Lookout-Red Lake Area; *Experimental Services:* Winnipeg-Regina-Calgary; Regina-Saskatoon-Edmonton; Montreal-Saint John-Halifax. 300,000 pounds of mail have been carried without loss or damage during 1928. Surveys for the extension of the present routes are being undertaken as follows:—Ottawa-Winnipeg; Toronto-Sudbury.

To encourage a more widespread interest and knowledge of aviation, the Department of National Defence assisted by issuing two light aeroplanes to 16 flying clubs in the following cities:—Halifax, Granby, Montreal, Ottawa, Toronto, Hamilton, London, Walkerville, Winnipeg, Regina, Moose Jaw, Saskatoon, Calgary, Edmonton, Vancouver, and Victoria. Seven clubs commenced operations in May, three in June, three in July, and two in September. The membership at present is 2,400. A total of 8,100 hours has been flown, 125 members have obtained private pilot's licenses and 29 members have obtained commercial pilot's licenses. Many fine aerodromes have been established through this movement.

A large air terminal is being built at St. Hubert, seven miles south of Montreal; a mooring tower for airships is being constructed, and an aerodrome; immigration, customs and postal facilities are available there. A terminal aerodrome at Rimouski has also been constructed for the despatch and reception of trans-Atlantic mails by air.

An aircraft industry to construct in Canada the aircraft and equipment required for aviation is essential to the sound development of flying. Canadian Vickers, the pioneer firm in Canada, maintain their own designing department and have produced several original types specially suited for operations in Canada. The increased interest and the growing operations of the Dominion and Provincial Governments, and commercial operators, led to the establishment of increased manufacturing facilities. Several aircraft constructors from England and United States have formed branches in Canada for the assembly and service of their products. The DeHaviland Aircraft of Canada, Ltd., established a plant in Toronto for the service and assembly of their aircraft, chiefly of the "Moth" light aeroplane type. The Reid Aircraft Co. established a factory in Cartierville, Quebec,