

for different Government departments 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 approximately 100,000,000 acres. During 1929 a total of 65,000 square miles was photographed for survey purposes; the flying time on all operations was 11,560 hours.

Provincial Operations.—The Ontario Provincial Air Service owns and operates 25 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 they require.

Commercial Aviation.—During 1929 there were 95 commercial operating companies in Canada; their activities included forest fire patrols, timber cruising, aerial photography, transportation of passengers, of express and mail, instruction, advertising, short passenger flights, etc., in various parts of the country.

Air Mail Service.—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; Moncton-Charlottetown. *Summer Services*:—Rimouski-Montreal-Ottawa; Lac du Bonnet-Bissett-Wadhope. *Annual Services*:—Montreal-Detroit; Montreal-Albany; Cranberry-Kississing; Sioux Lookout-Red Lake area; Toronto-Buffalo; Oskelaneo-Chibougama; McMurray-Aklavik; Winnipeg-Regina-Calgary; Regina-Saskatoon-Edmonton; Montreal-Saint John-Halifax. Mail to the extent of 430,636 pounds has been carried under contract without loss or damage during 1929. Surveys for the extension of the present routes are being undertaken as follows:—Ottawa-Winnipeg; Toronto-Sudbury; Prairie Provinces to Vancouver.

Encouragement of Aviation.—To encourage a more widespread interest and knowledge of aviation, the Department of National Defence assisted by issuing two light aeroplanes to each of 23 flying clubs in the following localities:—Halifax, Granby, Montreal, Ottawa, Toronto, Hamilton, London, Walkerville, Winnipeg, Regina, Moose Jaw, Saskatoon, Calgary, Edmonton, Vancouver, Victoria, Cape Breton, Fort William, Saint John, Kingston, St. Catharines, Brantford and Brandon. The total membership at present is 5,095. A total of 15,600 hours has been flown, 172 members have obtained private pilots' licences and 57 members have obtained commercial pilots' licences. Many fine aerodromes have been established through this movement.

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

Manufacture of Aircraft.—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 operation in Canada. The increased interest and the growing operations of the Dominion and Provincial Governments and commercial operators, led to the estab-