

Civil Aviation in Canada is divided into two classes: (1) civil operations, carried out for other Government Departments under the Directorate of Civil Government Air Operations; (2) commercial aviation, under the regulation of the Controller of Civil Aviation. Both are under the Department of National Defence.

Directorate of Civil Government Air Operations.—This branch carried out flying on forest fire patrols, fire suppression, oblique and vertical photography for surveys, transportation, etc., for different Government Departments in various parts of the country. The established bases were Winnipeg, Manitoba, and Ottawa, Ont.

Provincial Operations.—The Ontario Provincial Air Service owns and operates 27 aircraft on forest fire protection, transportation, air photography and sketching in northern Ontario. Operations covered an area of about 800 miles from east to west, and 400 miles from north to south. A total of 10,984 hours was flown during 1931. British Columbia, Manitoba and Quebec contracted with commercial aircraft operators for flying required.

Commercial Aviation.—During 1931 there were 110 commercial aircraft operators in Canada. Their activities included forest fire patrols, timber cruising, air photography, transportation of passengers, 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 December, 1927. During 1931 commercial firms operated the following air-mail routes under Post Office Department contracts: *Winter Services.*—Leamington-Pelee Island; Quebec-Seven Islands-Anticosti; Moncton-Magdalen Islands; Moncton-Charlottetown. *Summer Services.*—Rimouski-Montreal-Ottawa; Lac-du-Bonnet-Bissett-Wadhope. *Yearly Services.*—Montreal-Toronto-Detroit; Montreal-Albany; Sioux Lookout-Red Lake area; Toronto-Buffalo; Amos-Chibougamau; Amos-Siscoe; McMurray-Aklavik; Winnipeg-Edmonton; Winnipeg-Pembina; Montreal-Saint John; Montreal-Quebec; Peace River-North Vermilion. Mail to the extent of 483,490 lb., was carried under contract, without loss or damage, during 1931.

Owing to general economic conditions, the following services have been withdrawn until further notice: Jan. 31, Montreal-Quebec; May 9, Lac-du-Bonnet-Bissett-Wadhope; June 1, Montreal-Saint John-Moncton, Toronto-Buffalo, Montreal-Ottawa.

Encouragement of Aviation.—To encourage a more widespread interest and knowledge of aviation, the Department of National Defence, since 1928, has assisted by issuing two light aeroplanes to each of the twenty-five flying clubs in the following localities: Halifax, Cape Breton, Saint John, Granby, Montreal, McGill University, Brant and Norfolk, Fort William, Hamilton, Kingston, London, Ottawa, St. Catharines, Toronto, Border Cities, Kitchener, Brandon, Winnipeg, Moose Jaw, Regina, Saskatoon, Calgary, Edmonton, Vancouver, Victoria. Granby and Victoria have since withdrawn from the scheme. The McGill University and Kitchener-Waterloo clubs received the grant during 1931. The total membership at present is 2,973. A total of 11,958 hours was flown. 110 members obtained private pilots' licences, and 47 members obtained commercial pilots' licences during 1931. Many aerodromes have been established through this movement.

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