

exit if such street car is taking on or discharging passengers (in cities where safety zones are provided, motor vehicles are allowed to pass between safety zone and curb at a rate as set by by-law). A motor vehicle must not exceed a speed of 15 miles per hour when passing schoolhouses between the hours of 8 a.m. and 5 p.m. of any day on which school is regularly held, or public playgrounds for children between dawn and dusk. Accidents in which death or personal injury has occurred, or in which loss or injury apparently exceeding \$25 is sustained, must be reported to the police.

No person shall ride as a passenger on a motor cycle in front of the person driving or operating the motor cycle. Provision is made for the surrender of drivers' licences upon conviction for an infraction of the Act or Regulations or of Section 285 of the Criminal Code; upon arrest or indictment for manslaughter a driver's licence is suspended. Drivers' and owners' licences of all persons convicted for certain serious offences in connection with the operation of motor vehicles, as well as all persons against whom an unsatisfied judgment for bodily injury or property damage in excess of \$100 is outstanding, are suspended until such time as proof of financial responsibility is furnished by them.

Yukon.—The Motor Vehicle Ordinance, No. 14, 1914, with amendments, requires all cars to be registered in the office of the Territorial Secretary, who issues certificates renewable annually on April 1. A non-resident may operate an unregistered motor for not more than 90 days. In cities, towns and villages the speed limit is 15 miles an hour, and 10 miles an hour at street intersections.

PART VII.—AIR NAVIGATION.¹

During 1932 civil aviation was well maintained. Aircraft are a ready means of obtaining accurate information of conditions in remote and unsettled parts, and provide easy access to them. Their use in developing and conserving natural resources has increased every year. Air-mail and air-transport lines are in operation in many parts of the Dominion.

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

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, Man., and Ottawa, Ont.

Provincial Operations.—The Ontario Provincial Air Service owns and operates 26 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 9,968 hours was flown during 1932. The Manitoba Government Air Service was organized in 1932 and operated 5 aircraft on forest protection in the province for the Forestry Branch; a total of 882 hours was flown on this work. British Columbia and Quebec contracted with commercial aircraft operators for flying required.

¹ Revised under the direction of J. A. Wilson, Esq., Controller of Civil Aviation, by A. E. Heatley, Department of National Defence.