

Commercial Aviation.—During 1932 there were 150 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 Services.—Regular air-mail services were established in December, 1927. During 1932 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. *Yearly Services.*—Montreal-Albany; Sioux Lookout-Red Lake area; Amos-Siscoe-Pascallis; McMurray-Aklavik; Winnipeg-Pembina; Peace River-North Vermilion; Resolution-Great Bear lake; Prince Albert-lac La Ronge; Vancouver-Victoria. Mail to the extent of 412,409 lb. was carried under contract, without loss or damage, during 1932. (See p. 741).

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 Granby and Victoria have since withdrawn from the scheme.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 total membership at present is 2,703. A total of 10,451 hours was flown. 129 members obtained private pilots' licences, and 27 members obtained commercial pilots' licences during 1932. Many aerodromes have been established through this movement.

A large air terminal has been built at St. Hubert, 7 miles south of Montreal. A mooring tower for airships and an aerodrome have been constructed there, 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.

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 especially suited to operation in Canada. The increased interest and the growing operations of the Dominion and Provincial Governments and commercial operators have led to the establishment of increased manufacturing facilities. Several aircraft constructors from England and the United States have formed branches in Canada for the assembly and service of their products. The De Havilland 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 Curtiss-Reid Aircraft Co., established a factory at Cartierville, Que.; the Fairchild Aircraft Ltd., at Longueuil, Que.; the Boeing Aircraft of Canada, Ltd., at Vancouver; and the Ottawa Car Manufacturing Co., one at Ottawa for A. V. Roe aircraft. Aero engine factories are established for construction or assembly and service of their products as follows: Armstrong-Siddeley Motors, Ltd., at Ottawa; Aero Engines of Canada, Ltd., at Montreal, for "Wright" and "Bristol" engines; Canadian Pratt and Whitney Aircraft Co., Ltd., at Longueuil, Que.