

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.*

During 1933 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 thereto. 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.

Provincial Operations.—The Ontario Provincial Air Service owns and operates 19 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 8,731 hours was flown during 1933, as compared with 9,968 hours in 1932. The Manitoba Government Air Service operated 5 aircraft on forest protection in the province for the Forestry Branch; a total of 770 hours was flown on this work. The Saskatchewan Government Air Service operated 4 aircraft on forest protection in the province for the Department of Natural Resources; a total of 93 hours was flown on this work. British Columbia and Quebec contracted with commercial aircraft operators for flying required.

Commercial Aviation.—During 1933 there were 90 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 1933 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; Vancouver-Victoria. *Yearly Services.*—Montreal-Albany; Sioux Lookout-Red Lake area; Amos-Siscoe-Pascallis; McMurray-Aklavik; Winnipeg-Pembina; Peace River-North Vermilion; Lac du Bonnet-Bissett; Prince Albert-lac La Ronge; Big River-Isle à la Crosse. Mail to the extent of 539,358 lb. was carried under contract, without loss or damage, during 1933. (See p. 745.)

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