

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 and making grants to each of the twenty-three flying clubs in the following localities: Halifax, Cape Breton, Saint John, 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. The total membership at present is 2,075. A total of 9,972 hours was flown. 120 members obtained private pilots' licences, and 26 members obtained commercial pilots' licences during 1933. 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, have produced several original types specially suited to operation in Canada. 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; 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.

40.—Statistical Summary of Civil Aviation in Canada, 1929-34.

NOTE.—Figures for 1921-23 may be found at p. 616 of the 1924 edition of the Year Book and for 1924-27 at p. 679 of the 1929 edition.

Item.	1929.	1930.	1931.	1932.	1933.	1934.
General Analysis.	No.	No.	No.	No.	No.	No.
Firms manufacturing aircraft.....	6	7	7	7	7	6
Firms chiefly operating aircraft.....	81	100	100	73	87	125
Firms using aircraft as auxiliary service.....	4	4	4	4	3	3
Aircraft flights made.....	144,143	156,174	144,080	102,219	106,252	128,031
Aircraft hours flown.....	79,786	92,993	73,645	56,170	53,299	75,871
Approximate aeroplane mileage.....	4,083,321	5,222,635	5,280,958	2,786,609	2,733,642	3,430,475
Approximate float seaplane mileage.....	1,768,738	2,024,219	1,553,721	1,503,157	1,641,911	
Approximate boat seaplane mileage.....	426,064	286,628	180,620	198,792	99,433	3,067,162
Approximate amphibian mileage.....	5,956	13,938	30,950	80,573	63,319	
Total aircraft mileage.....	6,284,079	7,547,420	7,046,276	4,569,131	4,538,315	6,497,637
Average flight duration (minutes).....	33	36	30	33	30	36
Pilots carried.....	144,143	156,574	144,080	102,219	106,252	128,031
Passengers and crew carried.....	124,751	124,875	100,128	76,800	85,006	105,306
Total personnel carried.....	268,894	281,449	244,208	179,019	191,258	233,337
Pilots carried one mile (pilot-miles).....	6,284,079	7,547,420	7,046,276	4,569,131	4,538,315	6,497,637
Passengers and crew carried 1 mile (passenger-miles).....	6,114,997	5,408,676	4,073,552	2,869,799	3,816,862	6,266,475
Total personnel carried 1 mile (personnel-miles).....	12,399,076	12,956,096	11,119,828	7,438,930	8,355,177	12,764,112
Total freight or express carried (lb.).....	3,903,908	1,759,259	2,372,467	3,129,974	4,205,901	14,441,179
Total mail carried (lb.).....	430,636	474,199	470,461	413,687	539,358	625,040