

in the province for the Forestry Branch. Work requiring the use of aircraft was carried out in other provinces by commercial operators on contract with the Provincial Governments concerned.

Royal Canadian Mounted Police.—Since the Royal Canadian Mounted Police took over the duties of the Preventive Service in 1932, aircraft have been utilized in the work on a wide scale, particularly along the coastal areas of the Maritime Provinces and in the lower St. Lawrence river. Such aircraft are equipped to maintain communication with the Preventive Service patrol vessels and also the land detachments, thereby enabling closest co-operation between all branches. Prior to 1937, this work had been performed by seaplanes provided by the Royal Canadian Air Force, who also furnished the pilots. During 1937 aircraft operations along the Atlantic seaboard in connection with Preventive Service work were carried out entirely by aircraft purchased by the Royal Canadian Mounted Police. Four DeHavilland twin-engine Dragonfly landplanes were purchased by the Force, three of which were operated from the base located at Moncton, N.B. Flying operations commenced July 9, 1937, and terminated for the season Oct. 31, 1937, during which time a total of 117 separate patrols were carried out, which involved a total of 350 hours flying time. No accident or other untoward incident occurred during these patrols.

Commercial Aviation.—During 1937 the principal activity of commercial aircraft operators in Canada was the carriage by air of passengers, freight, and mails to mining fields in the more remote parts of the Dominion. Their work also included forest fire patrols, timber cruising, air photography, flying instruction, advertising, short passenger flights, etc., in various parts of the country.

Air-Mail Services.—Regular air-mail services were established in December, 1927. Statistics of the air-mail services, showing routes operated, mileage flown, and mail carried during the fiscal year ended Mar. 31, 1937, may be found in Table 6, p. 736, under the part of this chapter dealing with the Post Office.

Encouragement of Aviation.—To encourage a more wide-spread interest and knowledge of aviation, the Department of National Defence, since 1928, has assisted by issuing light aeroplanes and making grants to each of the 22 flying clubs, *viz.*: Halifax, Cape Breton, Saint John, Montreal, Brant-Norfolk, Fort William, Hamilton, Kingston, London, Ottawa, St. Catharines, Toronto, Border Cities, Kitchener, Brandon, Winnipeg, Moose Jaw, Regina, Saskatoon, Calgary, Edmonton, and Vancouver. Many aerodromes have been established through this movement. Details of membership, aircraft, hangars, flights, etc., of flying clubs are shown separately in the tables.

Section 2.—Airports and Aircraft.

Subsection 1.—Ground Facilities.

The nucleus of the chain of aerodromes and ground facilities mentioned below, which will constitute the Trans-Canada airway, consists of municipal or flying-club airports adjacent to the larger urban centres. There are also numerous terminals from which commercial flying services operate, chiefly into the northerly mining regions. These different types of air harbours are indicated in Table 3.

A large air terminal has been built at St. Hubert, seven miles south of Montreal. Immigration, customs, and postal facilities are available. An aerodrome has also been constructed at Rimouski to expedite the dispatch and reception of trans-Atlantic mails.