

composite aircraft. This seaplane, carrying 1,000 lb. of express matter, was launched by her mother ship the *Maia* near Foynes at 20:00 hrs. (B.S.T.) July 21 and proceeded non-stop to Montreal landing at 16:20 hrs. (B.S.T.) July 22, refuelling there and going on to New York. The *Mercury* made the return flight by easy stages via Montreal, Botwood, the Azores, and Lisbon to Southampton.

Canada's share in the trial flights has been confined so far to the provision of seaplane bases, meteorological and radio services in Canada and, as regards the two services last named, in Newfoundland as well. Under the Ottawa Agreement, when the trial flights justify the establishment of a regular service, a joint operating company will be formed by Imperial Airways, Trans-Canada Air Lines, and a company nominated by the Irish Free State for the permanent operation of the route. Negotiations are now proceeding between the three companies for the establishment at an early date of such a joint operating company.

Subsection 2.—Administration.

Civil aviation, previously administered by the Department of National Defence, is now a function of the Department of Transport, created in November, 1936.

In 1933, Parliament passed the Transport Act (c. 53 of the Statutes) enlarging the jurisdiction of the former Board of Railway Commissioners to include the regulation of air transport and certain classes of water transport. The Board of Transport Commissioners is co-operating with the Civil Aviation Branch in the regulation of air services so as to stabilize the industry by preventing destructive competition, and to ensure a higher standard of safety and efficiency in the operation of all regular air services in the Dominion.

The administrative duties under the Controller of Civil Aviation include the inspection and registration of aircraft and air harbours, the licensing of commercial and private air pilots, air engineers, and air navigators. In addition to these duties, the location and construction of air routes and any matters connected with airship services are administered by this Branch.

To encourage and stimulate a keener and more widespread interest in 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.

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. During 1938 such operations were carried out along the Atlantic seaboard and the lower gulf of St. Lawrence by three DeHavilland Dragonfly land planes based at Moncton, N.B. Operations commenced on May 19 and continued until Nov. 23, during which time 229 separate patrols were carried out involving a total of 736 flying hours. The bulk of these patrols were made in connection with Preventive Service work and information was relayed to the radio station at Shediac, N.B., concerning movements of suspected vessels off-shore. Contact was also maintained with R.C.M.P. cruisers and patrol boats by means of "dropped messages". The Aviation Section proved very helpful to the Preventive