

Service and the fact that these planes were on patrol had a great moral effect upon the rum-runners. During the season these planes were called upon to assist in locating missing vessels and crews and on two occasions were successful in locating the missing craft.

Provincial Government Operations.—The Ontario Provincial Air Service owns 28 aircraft, which are operated by the province in the work of forest fire protection, transportation, and air photography in northern Ontario. The Manitoba Government Air Service operated, in 1938, 4 aircraft on forest protection in the province for the Forestry Branch. The Department of Lands and Mines of New Brunswick also operated one aircraft during 1938. Work requiring the use of aircraft was carried out in other provinces by commercial operators on contract with the Provincial Governments concerned.

Commercial Aviation.—During 1938 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.

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 2.

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 transatlantic mails.

2.—Air Harbours in Canada, 1937.

Note.—Dashes in this table indicate that no information is available under those heads.

MUNICIPAL AIR HARBOURS.

Location.	Name of Aeroplane Club Using Harbour.	Landing Surface.	Capacity of Hangar.	Investment. ¹
			sq. ft.	\$
Prince Edward Island— Summerside.....	(none)	Land and water....	—	9,552
Nova Scotia— Halifax.....	Halifax Aero Club.....	Land.....	2,400	1,300
New Brunswick— Fredericton.....	(none)	Water.....	—	—
Moncton.....	(none)	Land.....	4,881	23,830
Saint John.....	Saint John Flying Club.....	Land.....	5,200	314,709
Quebec— Cap de la Madeleine.....	(none)	Land.....		

¹ Not included in investments shown in Table 4.