

York on Aug. 5, and continued until the end of September. Eight successful round trips were completed.

Soon after the outbreak of war, the Pan American Airways discontinued their transatlantic service on the northern and southern routes, to Shannon and Lisbon, respectively. The last east-bound journey by Pan American Airways was made when the *Yankee Clipper* reached Shannon on Oct. 5.

The transatlantic services were operated in co-operation with the Governments of the United Kingdom, the Dominion of Canada, Ireland (Eire), and Newfoundland. In this way, the necessary provisions were made for communication and meteorological services and for the equipping of airports and the general facilities necessary in the carrying out of experiments and the conducting of these services.

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 1938, 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. Licences for air routes are under the control of the Board and they also have the power to pass on the tariffs charged for the carriage of passengers or goods by aircraft.

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.

The Dominion Government since 1928 has encouraged flying training through the Light Aeroplane Clubs. These Clubs have been subsidized by the loan of aircraft and by the paying of cash grants to the Clubs for students who succeed in passing the standard examinations and tests set by the Department of Transport.

There are 22 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. Details of membership, aircraft, hangars, flights, etc., of flying clubs are shown separately in the tables.

Since the outbreak of war the Light Aeroplane Clubs have been co-operating with the R.C.A.F. in the carrying out of elementary flying training for those who wish to enter the R.C.A.F. as pilots.

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. Most of the patrol work by aeroplane took place on the Atlantic seaboard and the Gulf of St. Lawrence. Upon the outbreak of war in September, 1939, the aeroplanes and personnel of the Aviation Section of the Royal Canadian Mounted Police were placed at the disposal of the Royal Canadian Air Force for the duration of hostilities.