

to them in their operations. At first there was only one Meteorological Officer assigned to a school who acted both as Instructor and Assistant Forecaster. However, with the rapid development of the Plan, the number of Meteorological Officers increased rapidly until now there are from three to six attached to each school to give lectures and provide a twenty-four hour service, when necessary, for operations.

To provide this greatly increased staff, it was necessary to recruit large numbers of university graduates with sufficient mathematics and physics and give them an intensive fourteen-week course in Meteorology, which qualified them as Instructors and Assistant Forecasters. A further intensive course of three months was also given to those with the necessary qualifications so that they could become independent forecasters at the operational units of the R.C.A.F.

Weather reports from the surrounding country are a prime requisite at each school so that the weather conditions over the region in which training and flying is taking place is known. For this purpose, all the schools have been connected into the main teletype circuits stretching from Vancouver to Halifax, thus making available all the hourly weather reports, forecasts, etc., passing over the circuits. The basic forecasts for the schools are issued from the airline centres; the Meteorological Officers at the schools take these and modify them, if necessary, for local conditions for the benefit of the training personnel. Pilots are briefed before they set out on their exercises along the same lines as when pilots on active service are briefed for operations.

**Weather Stations in Northern Canada.**—The United States entry into the War and the development of the Northwest Staging Route from Edmonton to the Alaskan Boundary, as well as the developments in Eastern Canada and Labrador, made it necessary to establish many observing posts throughout all of Northern Canada, in order to provide weather data to safeguard the air routes. This has meant co-operation with the Radio Division of the Department of Transport to provide the necessary radio-transmitting facilities at these observation posts.

**Post-War Period.**—Since the beginning of the organization of an aviation service, the Meteorological Service has increased at least tenfold to meet all the civil and military demands made on it. As Canada occupies a strategic position, it is certain in the post-war period that the Meteorological Service will have to be maintained on a very large scale, in order to provide weather service for all national and international aviation.

## Section 6.—Meteorological Tables

See list at the front of this edition for special material, under this heading, published in previous editions of the Year Book.

## Section 7.—Droughts in Western Canada

See list at the front of this edition for special material, under this heading published in previous editions of the Year Book.

## Section 8.—Standard Time and Time Zones in Canada

See list at the front of this edition for special material, under this heading, published in previous editions of the Year Book.