

to commercial flying and were absorbed by existing operating companies or helped to develop other flying services. Transatlantic air services were inaugurated by the Department of Transport during the War and were turned over to Trans-Canada Air Lines which was created by Act of Parliament in 1937 to provide for the development of a government-controlled transcontinental air service for regular scheduled operations. Canadian Pacific Air Lines was created by the amalgamation of small commercial operators for the servicing of Canada's northland. In 1949 the Canadian Pacific Air Lines was designated to provide transpacific services on behalf of Canada and in the spring of 1959 began the operation of one daily transcontinental flight each way between Montreal and Vancouver. Current operations of TCA and CPA are covered on pp. 871-872.

**The Control of Civil Aviation.**—The control of civil aviation in Canada is under the jurisdiction of the Federal Government and is administered under the authority of the Aeronautics Act 1919 and amendments thereto. The Aeronautics Act is in three parts. Broadly speaking, Part I deals with the technical side of civil aviation comprising matters of registration of aircraft, licensing of airmen, the establishment and maintenance of airports and facilities for air navigation, air traffic control, accident investigation and the safe operation of aircraft. This Part of the Act is administered by the Director of Civil Aviation under the supervision of the Assistant Deputy Minister, Air Services, Department of Transport. Part II of the Act deals with the social and economic aspects of commercial air services and assigns to the Air Transport Board certain regulatory functions of commercial air services (see p. 806). Part III deals with matters of government internal administration in connection with the Act.

**Weather Services.**—Weather Services are provided by the Meteorological Branch of the Department of Transport to meet the increasing demands of agriculture, aviation, industry and the general public. The expanding weather services required by the Department of National Defence, both in Canada and for Canadian Armed Forces abroad, are a major responsibility of the Branch. A central analysis office is operated in Montreal together with 58 forecast offices across Canada, two on shipboard, and four in Europe. Forecast offices are linked by 39,220 miles of teletype and radio-teletype circuits, and by a national facsimile system covering a total of 13,800 airline miles. At Jan. 1, 1960, the Branch maintained 258 synoptic stations taking six-hourly observations, a network of 32 radiosonde stations including five in the extreme Arctic operated jointly with the United States, 71 stations recording upper winds, and 1,573 climatological stations. One ocean weather station taking weather observations every three hours in the Pacific, 1,000 miles west of Vancouver, is maintained under International Agreement. (See also p. 78.)

**Air Industries and Transport Association.**—Commercial flying schools that are members of the Air Industries and Transport Association numbered 57 at the end of 1958. During that year the number of students instructed and graduated as private pilots was 1,240, the number graduated as commercial pilots was 150 and 61,010 instructional hours were flown.

**Royal Canadian Flying Clubs.**—At the end of 1959 there were 41 flying clubs connected with the Royal Canadian Flying Clubs Association. The total membership was 10,562 and the aircraft available for instructional purposes numbered 207. During the year, 1,711 students were instructed and graduated as private pilots and 124 students were graduated as commercial pilots. Instructional hours of flying totalled 109,502.

**International Air Agreements.**—The position of Canada in the field of aviation as well as its geographical location makes imperative co-operation with other nations of the world engaged in international civil aviation. Canada took a major part in the original discussions that led to the establishment of the International Civil Aviation Organization (ICAO) which has headquarters at Montreal, Que. A special article on The International Civil Aviation Organization and Canada's Participation Therein appears in the 1952-53 Year Book, pp. 820-827.