Civil Aviation.—In the spring of the year 1924, it was decided by the Government of Ontario to establish a flying service as part of the Forestry Branch, instead of continuing, as in the previous two years, to make contracts with commercial firms for the flying required by their forest services. This decision was taken after four years' trial of the use of aircraft, and indicates the exceedingly useful, if not essential, part played by aviation in the modern programme of forest conservation. During the year 1925, the Ontario service was consolidated and extended. Its main base was at Sault Ste. Marie, with operating stations at Sudbury for the eastern division and Sioux Lookout for the western. Seventeen aircraft were in operation throughout 1926, and the total hours flown for the year were 3,539.

Forest sketching and fire patrols were carried out in the Lake St. John and Abitibi regions of Quebec by companies engaged by the Government of the province.

The first air route for the regular conveyance of passengers, mail and freight, was established during 1924 by the Laurentide Air Service, operating from Haileybury, on the T. and N. O. railway, and Angliers on the Canadian Pacific railway, into the new Rouyn gold fields. With the improvement of land and water transportation into the Rouyn field, the traffic by this service has been reduced, but aerial transportation is now playing a similar *rôle* in the opening up of the new gold fields of the Red Lake district in northwestern Ontario.

Photography, sketch mapping and forest fire patrol, however, are still the mainstay of civil aviation and showed much progress during 1926, the Ontario Provincial Air Service, the Fairchild Aerial Surveys Co. of Canada, Ltd. and the Canadian Airways, Ltd., doing the bulk of the work. Other concerns operating during the year were Brock and Weymouth of Canada, Ltd., of Montreal, Northern Syndicate Ltd., J. V. Elliot, Hamilton, Ont., Compagnie Aérienne Franco-Canadienne and Pacific Airways Ltd., Vancouver, B.C., and several smaller commercial operators.

Statistics of civil aviation have been compiled from the Report on Civil Aviation, (see Table 37). While these statistics are not given under provincial classifications, it may suffice to state that the greatest amount of civil flying is done in Ontario and Quebec, while the greatest amount of operational flying is carried out by the Air Force in British Columbia, Alberta and Manitoba.

37.—Statistical Summary of Civil Aviation in Canada, 1922-1926.

Items.	1922.	1923.	1924.	1925.	1926.
Firms manufacturing aircraft	1	2	3	2	2
Firms chiefly operating aircraft	23	15	8	8	14
Firms using aircraft as auxiliary service	1	1	2	2	2
Aircraft flights made	4,415	3,086	3,776	3,171	4,755
Aircraft hours flown	2,541	2,831	4,389	4,091	5,860
Approximate aeroplane mileage	105,353	47,505	21,700	29,065	30,290
Approximate seaplane mileage	52,420	119,168	263,288	218,686	356,481
Approximate amphibian mileage	26,458	21,425	9,790	8,075	6,332
Total aircraft mileage	185,211	188,098	294,778	255,826	393,103
Average flight duration (minutes)	35	55	70	77	74
Number of pilots carried	4,415	3,086	3,776	3,171	4,755
Number of passengers and crew carried	4,282	2,238	5,314	4,397	6,436
Total personnel carried	8,697	5,324	9,090	8,068	11,191
Pilots carried one mile (pilot miles)	135,211	188,098	294,778	255,826	393,103
Passengers and crew carried 1 mile (passenger-miles)	184,928	203,500	560,175	446,648	631,715
Total personnel carried 1 mile (personnel-miles)	370,139	391,598	854,953	702,474	1,024,818
Total freight or express, carried (lbs.)	14,681	17,600	77,385	592,220	724,721
Total mail carried (lbs.)	62,025	–	1,221	1,080	3,960
Total licensed civil air harbours (all types)	30	31	24	34	34
Total licensed civil aircraft (all types)	60	69	32	39	44
Total licensed personnel	164	230	201	91	103