

these activities soon waned as the novelty of flying wore off among the general public. However, the foundations for real progress were laid by a few more far-sighted men who sought to apply the facilities of aircraft to real practical purposes in forest reconnaissance, surveying, and transportation in inaccessible areas of country. In the summer of 1919 successful flights were made for forest protection and survey work at Lac à la Tortue in Quebec. In the summers of 1920 and 1921 bases were established by the Air Board, with provincial co-operation, at various points across Canada from which forest patrols and survey work were carried on. In addition some large corporations such as the Laurentide Company and Price Brothers established their own air services for forest patrol, surveys and transportation. The discovery of crude oil at Fort Norman on the Mackenzie river in the fall of 1921 led to the first large-scale attempt to establish air transportation in the far north by the Imperial Oil Company. As a result of the development of mining activity at Rouyn in northwestern Quebec, the first regular freight and passenger air transport service was inaugurated in 1924 by the Laurentide Air Services, Limited.

From these beginnings the expansion has been rapid. The speed and ease of air transport played a very important part in the expansion of mining activity during recent years throughout many areas of the Canadian Shield. Aircraft have been regularly used all across Canada for forest sketching, patrol and fire suppression, while very large areas have been mapped each year by aerial photography. The basic reasons for this progress of flying in the north country are simple. The only alternative means of transportation in many cases—the canoe in summer and the dog team in winter—are arduous, tedious, very costly and slow for long distances. Furthermore, the lakes which dot the country everywhere provided from the first readily available landing places for aircraft equipped with floats in summer and with skis in winter. The flying could all be done in daylight hours and trips could generally be postponed if weather conditions were unfavourable. As a result commercial flying throughout the north country has been able to supply a very real economic service and to show substantial progress without governmental subsidies of any kind, while numerous governmental functions are being carried out with increased efficiency and economy through the aid of flying.

The situation was wholly different in the older settled parts of Canada. Here other forms of dependable and efficient transportation were already in existence and in some phases over-developed. The only advantage flying could offer was a saving of time, and to effect this an elaborate system of ground facilities was necessary. On account of the expense entailed, the development of inter-city air transportation was left in abeyance at first until progress elsewhere would give a clearer indication of its success and value. However, the success of inter-city air services in Europe and the steady growth of the United States airway system led to a reconsideration of Canada's position in 1927. As a step in establishing a chain of airports across Canada and also to provide for the training of personnel, the flying-club movement was started with the offer of government grants and gifts of aircraft. Twenty-three flying clubs were established in the principal cities of Canada in 1928 and 1929. Aerodromes established by municipalities or by these flying clubs formed the nucleus for the Trans-Canada airway, the Dominion Government having to provide intermediate landing fields, especially through the Rocky mountains and across northern Ontario, and the weather-reporting, lighting, and radio services.

Mention has already been made of the administration of aviation under the Air Board immediately after the War. At the beginning of 1923, in the unification of the defence forces under the Department of National Defence, the Air Board was