

Handing over War Facilities—United States to Canada.—The withdrawal of the United States Forces from Canada and the purchase by Canada of the facilities installed by them raised other problems. Three routes, viz.: (1) from Edmonton down the Athabaska and Slave Rivers to Providence and thence following the Mackenzie River to Fort Norman; (2) the Crimson Route from The Pas to Fort Churchill; and (3) Southampton Island and Greenland to Europe, were handed over to the Canadian authorities. The cost of operation of these northern fields is enormous and the question of their disposal is still under consideration. Three alternatives are apparent: to operate and maintain them in the hope that traffic over them will be resumed in the not too distant future; to retain them on a caretaking basis in the hope of retaining the facilities in such a state of preservation that services could be resumed on fairly short notice; to abandon them altogether. The complexity of the problem is such that it has not yet been found possible to work out a satisfactory solution in all cases.

The Department of Transport provided meteorological services for all the Armed Forces with the exception of a few areas in which the United States Forces had brought in their own meteorological staff and equipment. With the problem of taking over the air routes noted above came that of revising the meteorological organization in order to meet civil requirements.

The volume of military flying made it necessary to establish airport and airway control, in some cases under military jurisdiction, on all the principal airports and air routes. Immediate steps were taken to turn most of these back to the Department of Transport for civil administration. For the present, however, the Air Force has maintained control of the Northwest Staging Route from Edmonton to Whitehorse.

Revival of Commercial Flying.—Due to the shortage of personnel and equipment, commercial flying during the War had been held to a minimum consistent with the well-being of the national economy. With the advent of peace, civil operators immediately turned their attention to the purchase of much needed flying equipment and the hiring of crews to meet the civil demand for more flying. In connection with the purchase of flying equipment, attention was naturally directed to surplus military aircraft that could be profitably converted to civil use. In the vast majority of cases, it was found that surplus military aircraft had little or no civil value. The types that have found most favour with civil operators are the Dakota, which is being converted to a DC-3 civil air transport plane, the Norseman, which never lost more than a few of its civil characteristics, the Cessna Crane, and the De Havilland Tiger Moth. Pending the appearance of the latest types of civil aircraft in the commercial field, a considerable number of converted aircraft are doing duty to meet revised civil needs.

Private Flying.—Private flying was at a complete standstill during the War. Due to lack of equipment, it has not yet made a very spectacular comeback but there are good grounds for believing that it will assume a much more important position hereafter than it held before the War.

Revival of the Club Movement.—With the end of hostilities, the Royal Canadian Flying Clubs, which had been doing primary training for the Royal Canadian Air Force, ceased to operate in that capacity. Without exception they signified their intention of continuing operations in the post-war world. The pre-war contract has expired and a new one has not yet been agreed upon, but negotiations between the Club and the Department concerned are under way. In the