

bargain prices. Action was necessary to supervise and control aviation in Canada. The Air Board was appointed in June, 1919, with authority for the full regulation of civil aeronautics. Branches were organized to deal with licensing of aircraft and personnel, to conduct operations for other Government services, and to provide technical services.

The immediate post-war circumstances of a large number of trained pilots and many surplus aircraft resulted in great activity in flying. However, much of this was in the form of exhibition flying, joy-riding and flying instruction. Patronage of 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 practical purposes in forest reconnaissance, surveying, and transportation in inaccessible areas of the 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 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 Northwest Territories in the autumn of 1921 led to the first large-scale attempt by commercial interests to establish air transportation in the far north. 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.

From these beginnings the expansion has been rapid. The speed and ease of air transport has played a very important part in the development of mining activity throughout many areas of the Canadian Shield during recent years. 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 was able to perform a very real economic service and to show substantial progress without governmental subsidies of any kind. 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.