

Aerodromes established by municipalities or by these flying clubs formed the nucleus for the Trans-Canada Airway, the Federal Government having to provide intermediate landing fields, especially through the Rocky Mountains and across northern Ontario, and the weather-reporting, lighting, and radio services.

At the beginning of 1923, in the unification of the defence forces under the Department of National Defence, the Air Board, established in 1919, was abolished and the administration of aviation was placed under the Department of National Defence. At this period when both military and civil flying services were small and in the early stages of their development, the advantages of combining their administration in one department were manifest. However, the two functions inevitably developed along different lines, these differences applying both to types of aircraft and to training of personnel. With the growth of both military and civil flying, their administration in one Department became less convenient and stability in the administration of aviation in the Dominion was finally reached in the autumn of 1936 by the complete separation of the military and civil functions, the latter being transferred to the new Department of Transport. Civil aviation has now become so important a part of the transportation facilities of Canada that it can best be administered by the Department that deals with railway and shipping services, to which aviation is complementary.

Trans-Canada Airway.—An article describing this Airway appears at pp. 703-705 of the 1940 Year Book.

Transatlantic Air Service.—The work done to establish an air service between Canada, the United States and the British Isles via Newfoundland up to the outbreak of war is described at pp. 705-707 of the 1940 Year Book.

Pre-War Civil Aviation and the Defence Program.—An article describing the developments of importance in civil aviation prior to the outbreak of war in 1939, and also the contribution that civil aviation made to the air defence program, is given at pp. 608-612 of the 1941 Year Book. An article describing the development and progress of the British Commonwealth Air Training Plan is given at pp. 1090-1099 of the 1946 Year Book.

Administration.—The 1942 Year Book, at pp. 638-639, outlines the administrative arrangements for the control of civil aviation. Present control under the Air Transport Board is given at pp. 657-658.

Subsection 2.—Recent Developments

The transition of civil aviation from war to peace was completed in 1946 when then existing wartime controls of aviation were removed; airports and aerodromes, constructed for war purposes, were acquired for civilian use and considerable construction work was undertaken to convert some of these to meet the requirements of heavy transport planes; airway controls were extended; additional aids to air navigation were provided; and construction was commenced on new airports to meet the demand for expansion of Canada's airway system which had been temporarily halted by the War.

Disposal of Airports.—Most of the airports and aerodromes built for or adapted to war use by the British Commonwealth Air Training Plan have been acquired by the Department of Transport since the cessation of hostilities. Post-war civilian use was envisioned for many of these aerodromes when they were built; those declared surplus by the Royal Canadian Air Force have been transferred, through the