

owes aviation development to a number of factors—the vast expanse of the country, the many rivers and lakes which provided natural landing places for aircraft in summer and winter, and the relentless efforts of those Canadians who had confidence in the future of aviation. Among the latter were the thousands of young Canadians who experienced aerial fighting under war conditions.

Bush flying, a type of operation with distinctly Canadian characteristics, flourished between the two wars, but it was not until Nov. 25, 1927, that the first all-Canadian inter-city air-mail delivery was made in Canada from Ottawa to London, Ont. The inauguration of inter-city air service launched a new phase in Canadian aviation and opened the way for the development of the trans-Canada airways system. Simultaneously, the flying clubs movement was given impetus by Government money grants and gifts of aircraft, in order to provide training grounds for the personnel required by Canada's civil aviation industry.

The density of Canada's population was not sufficient to encourage the investment of private capital in a much-needed trans-Canada air service, and, accordingly, the responsibility for the development of a transcontinental air service was assumed by the Federal Government when the Trans-Canada Air Lines came into being by Act of Parliament, in 1937. Day and night scheduled operations of Trans-Canada Air Lines required, in many cases, the extensive development of airports in order to bring them up to high operational standards. The construction of aerodromes and runways, the installation of radio ranges at intervals of approximately every 100 miles, the installation of lights, the laying of land-lines, the erection of terminal facilities and the rapid expansion of meteorological facilities was a tremendous task as all these developments proceeded simultaneously and, by the end of 1938, scheduled flights carrying mail and express were operating between Montreal, Que., and Vancouver, B.C. On Apr. 1, 1939, scheduled passenger service was inaugurated between these two cities thus marking a new era in Canadian aviation. The growth of Trans-Canada Air Lines since its inception has been rapid, and this Government-owned service ranks now among the finest. Its development gave much impetus to the development of the trans-Canada airways system by the Department of Transport, which to-day is one of the most complete and integrated airways networks in the world.

The trans-Canada airway made possible not only a safe trans-Canada scheduled air service but, during the Second World War, the ferrying of aircraft to the training stations became a matter of hours flying instead of weeks of transportation by rail and sea, and reassembling at their destinations. The network of the Canadian airways, apart from reliable commercial service, stands as a major factor in the defence of Canada, capable of being geared to handle many hundreds of aircraft.

At the termination of the Second World War, many service-trained Canadian airmen turned to commercial flying and were absorbed by the larger operating companies, many others turned to barnstorming, charter flying, crop dusting and aerial photography, and flying services of all kinds sprang up across the country.

With war-time travel restrictions removed, domestic and international scheduled traffic increased as equipment, frequencies of schedules and many new routes became available.

**The Control of Civil Aviation.**—The control of civil aviation in Canada is under the jurisdiction of the Federal Government and is administered under the authority of the Aeronautics Act, 1919, and amendments thereto. The Aeronautics