

built; those declared surplus by the Royal Canadian Air Force have been transferred, through the medium of the Crown Assets Allocation Committee, to the Department of Transport and have, in most cases, been retained for civilian use. Most airports leased from municipalities are being returned to them; many of the newly constructed fields also have been leased to interested municipalities or other responsible bodies.

Many of the R.C.A.F. buildings on the airports taken over have been retained for departmental or municipal use or have been made available at nominal yearly charges to reorganized local flying clubs. Buildings not required for these purposes or as storage warehouses for the War Assets Corporation have been turned over to the Crown Assets Allocation Committee to alleviate housing and other building shortages.

**New Developments.**—Scheduled operations began on the Great Lakes air route in the summer of 1947. This route saves approximately 125 miles on the trip between Toronto and Winnipeg and by virtue of the many weather reporting stations on both sides of the Lakes makes possible a greater degree of accuracy in the up-to-the-minute weather forecasting which is so necessary for efficient airline operations. The route across northern Ontario now serves as an alternative to the Great Lakes air route.

In connection with the Great Lakes air route, airports and radio ranges were constructed at Wiarton, Ont., and Gore Bay, on Manitoulin Island. Arrangements were made with the United States authorities for the use of Kinross airport at Sault Ste. Marie, Michigan, U.S.A., and negotiations were made for the construction of 100-mile intermediate airports and radio ranges on the south shore of Lake Superior at Grand Marais, and Houghton, Michigan, U.S.A. The Grand Marais and Houghton airports and radio ranges were constructed by the State of Michigan with funds supplied by Canada, and on sites provided by the State or local municipalities. From Houghton the route swings northwest to Fort William-Port Arthur, Ont., thus putting the Lakehead cities on the new Trans-Canada Airway. From the Lakehead the new route goes to Graham, Ont., where a radio range was installed, and thence to Kenora, Ont., where it joins the original Trans-Canada Airway.

The Great Lakes route along the south shore of Lake Superior was planned in co-operation with the United States and the State of Michigan authorities and was chosen because the cold and hilly north shore in Canada prohibited the construction of suitable intermediate airports, and a direct flight from Sault Ste. Marie, Ont., to the Lakehead entailed a trip of more than 250 miles over water.

Many wartime developments, particularly in the field of radio aids to flying, have now been adopted for use in civil aviation, and the effect of these developments has been to increase safety factors and improve the consistency of scheduled flights on transatlantic as well as domestic routes. Impetus to the development of the Instrument Landing System was provided by the Second World War, and many of these installations are now in operation in the United States. Some Instrument Landing System installations have been made in Canada, and the present program calls for one or more of these installations at each major Canadian airport.