

interurban services had been left in abeyance until progress elsewhere had given a clearer and more definite indication of their usefulness. This was not too long in developing.

By 1927 the success of interurban air services in Europe and the continued expansion of the airway network in the United States moved the Canadian Government to reconsider its policies. With a view to establishing a chain of airports across the country and of training personnel, the Federal Government initiated the flying club movement by offering subsidies and gifts of aircraft to flying clubs. The airports built by them pursuant to this policy and by municipalities under other arrangements constituted the nucleus of the trans-Canada airway. The Government made the further contribution of undertaking to build at its own expense the intermediate airports, and of installing the lighting systems and providing the meteorological and radio services. The establishment of a chain of airports from the Atlantic to the Pacific, however, was a formidable task because of the distances involved and the economic conditions of the times; and it was only in 1939 that the last segment of the trans-Canada airway, that between Montreal and the Atlantic coast, was finally completed.

While this development was going on, the Government took another important step when in 1937 it introduced a measure providing for the organization of Trans-Canada Air Lines, with a view to establishing an air service from one end of the country to the other. Considering the remarkable progress that has since been achieved by TCA, it is interesting now to read what was said in the House of Commons when this legislation was being debated. The then Leader of the Opposition, the Honourable R. B. Bennett, warned the Government against trying "to keep up with the Joneses", if I may use Mr. Bennett's very own words. But whatever may have been the doubts which existed at that time - and it is not surprising that there were doubts - what has happened since establishes very clearly that Canada did not undertake something that exceeded her capacity.

Continual Expansion

In fact, since 1937 there has been a continual fanning out or expansion of air services in Canada. I shall not tire you with a tedious account of what took place in the many different parts of our country. It will be sufficient if I merely remind you that TCA has provided and continues to provide the trans-continental service, but that at the same time it serves a large number of centres of population which are not located on the trans-continental airway, while the lateral, or regional, routes are served by a number of privately owned companies. Of these I may mention particularly: Canadian Pacific Air Lines Limited, or CPA, which operates scheduled services in the west and in northern Canada over a network of approximately 10,000 miles in length. They fly from Vancouver to Whitehorse and Dawson City in the Yukon; from Edmonton to Yellowknife and on