To service this huge ferrying operation, Canada spent millions of dollars buildings Montreal Airport, carving out Goose Bay Airdrome in Labrador and helping the United Kingdom to develop Gander Airport in Newfoundland. These airports, among the best in the world, are now busy way stations for the important present Atlantic air operations.

Another northern wartime ferrying route, which also has vast peacetime possibilities as a short cut to the Orient, was provided by Canada at this time with a chain of airdromes. This Northwest Staging Route, linking Vancouver and Edmonton with the Yukon and Alaska, was pioneered by Mr. McConachie for bush flying, and was used during the war for flying American aircraft to Russia. An alternate North Atlantic ferrying bridge, the Northeast Staging or Crimson Route, was also prepared from Regina via The Pas, Churchill, Southampton Island, Frobisher Bay, Greenland and Iceland to Europe. Another new important northern aerial highway follows the Mackenzie River from Edmonton to Fort Simpson and Fort Norman. A chain of airports was built along this route during the war to supply the "Canol" oil development project. All these routes were provided with up-to-date facilities at considerable expense.

TRANS-CANADA AIR LINES

There was adequate surface transportation between Canadian cities after the First Great War so inter-urban air routes were not developed by the Government until later. The success and growth of inter-city air lines in other countries led to consideration of such transportation, and as we shall see, an airport system was growing up in Canada as a result of the fostering of the flying club movement.

The Government, after making exhaustive surveys and preparations, approached the Canadian National Railways (CNR), the Canadian Pacific Railway (CPR) and Canadian Airways Limited (the last being the largest air service then in existence, now a part of CPA) for financial support for a transcontinental air line. For its share, the Government was to provide supervision and set up adequate airports and communications services for the new air line across the country. The Canadian Pacific Railway and Canadian Airways disagreed over the plan proposed for representation and all the shares in the new non-profit venture, Trans-Canada Air Lines (TCA), were bought by the Canadian National Railways. The Government felt that more than one coast-to-coast air service would be wasteful, so according to the Trans-Canada