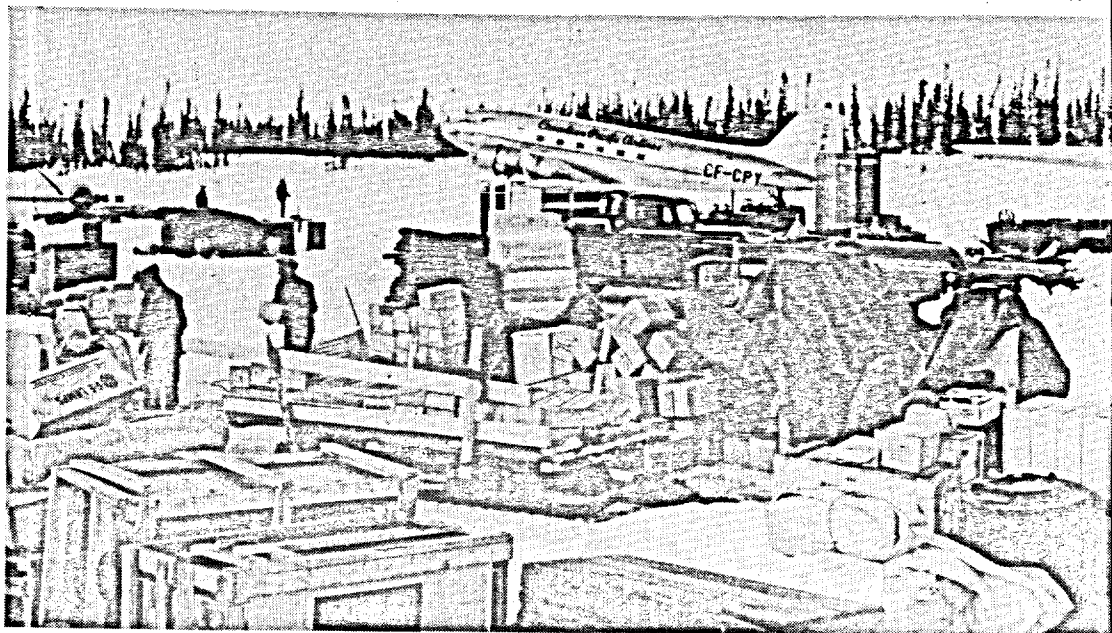




Before the last war, Canadian bush fliers were responsible for carrying the world's record tonnage of commercial air cargo. Aircraft, such as the one above, are still opening up the north country. All the freight in the foreground was brought in by air.

service. Captain C.H. (Punch) Dickins, a former Canadian bush pilot and World War I veteran, was given the task of organizing what was then considered to be a very risky operation. The nucleus of a ferry service, partly composed of veteran Canadian bush pilots, was formed. These bush pilots brought to their task a knowledge of the hazards of northern flight possessed by probably no other group of fliers in the world.

The North Atlantic had never before been flown in winter and only a small number of operational flights across it had been made at any time. Ferry flights were started in November of 1940 and next year the Royal Air Force Ferry Command was formed to take over the swiftly growing task from the CPR. As a result of the regular ferrying of thousands of operational aircraft over the North Atlantic in fair weather and foul, the Atlantic flights are now considered routine by Canadian pilots. The experience gained in establishing this ferrying route was useful to the United States Air Transport Command, which pioneered many of the present postwar air routes all over the world.