

miles which later proved a valuable source of uranium.

By the thirties, when Grant W.G. McConachie, veteran bush flier, established the Yukon Southern Air Transport, the Canadian bush lines were firmly established. This particularly important line, which operated north from Vancouver and Edmonton to Whitehorse and Dawson, is now a subsidiary of Canadian Pacific Air Lines (CPA), of which Mr. McConachie is president.

The Federal and Provincial governments of Canada had followed Stuart Graham's early flights with great interest and soon started their own bush patrols by air. The Royal Canadian Air Force, established in 1920, spent more time in aerial surveys, aerial photography and air transportation to remote areas than it did in practising air tactics. One of the recent examples of the Federal interest in bush flying is the Department of Mines and Resources project to survey large areas of Canada for mineral deposits by means of the airborne magnetometer, which also may be used for mapping. Such provinces as Ontario, Saskatchewan, Manitoba, Alberta and British Columbia have been active in bush flying for many years and now operate a fleet of more than 50 aircraft. While Ontario, Saskatchewan and Manitoba operate their own air services, Alberta and British Columbia engage private operators for special work on occasion. The Ontario Provincial Air Services are probably the largest aerial forest fire watching and fighting force in the world. Saskatchewan has recently established an air ambulance service for its citizens in remote areas. The scarlet-coated Royal Canadian Mounted Police are better equipped to maintain law and order over vast stretches of sparsely-settled north country by means of their airplanes.

One of the aircraft Canada produces for bush flying is the widely-known Norseman, seen as it makes a landing on a northern Canadian lake. The large number of these lakes simplify Canadian flying because they make natural landing fields.

