

represent Canada at the International Civil Aviation Organization at Montreal. From a base at *Lac à la Tortue* in Quebec, Mr. Graham began flights in war surplus flying boats for air mapping, timber cruising, air transportation and forest protection, flights which gradually extended over all of Quebec and Ontario. Originally sponsored by the Laurentide Paper Company Ltd., and the local forest protection association, the project was taken over by Fairchild Aerial Surveys in 1922 and later by Canadian Airways Limited.

The Rocky Mountains, once considered a barrier to national unity, were crossed by air for the first time in 1919 by Captain Ernest Hoy. The Canadian hinterland was opened further in 1921 when Imperial Oil Limited established rapid transit communications by air from its southern railway base, the town of Peace River, to its oil wells at Fort Norman on the Mackenzie River. Illustrative of the difficulties overcome on these bush flights was the experience of one of the Imperial Oil pilots who broke his propeller in the bush. A new one was built at a nearby Hudson Bay post from oak sleigh boards and glue made on the spot from moose hide and the pilot was thus able to fly on his way. Another milestone in bush flying was passed in 1924 when two wartime pilots established with war surplus aircraft the first scheduled passenger, mail and freight services by air in Canada. This project of the Laurentide Air Services Limited opened up the rich Rouyn gold area in northern Quebec, which was cut off by 200 miles of forests and swamps, threaded by a single river. Even today Rouyn is a centre for bush flying to the surrounding mining country.

In 1925 the first major prospecting flight, not only in Canada but in the world, was made by two famous Canadian bush fliers, C.S. Caldwell and Scott Williams. They flew from Prince Rupert, British Columbia, to the wild northern interior of the province. The eyes of Canadian miners were opened still more to the possibilities of the airplane the next year when a Winnipeg to Churchill air service was opened by Western Canada Airways. Its promoter was the late James A. Richardson, millionaire Winnipeg grain man. Because he put up enough money to amalgamate a group of detached northern air lines to form Western Canada, he is credited with giving the first "responsible" private support to Canadian civil aviation. This air line, which spread throughout the north country, "grub-staked" the penniless prospector, Gilbert LaBine, by flying him free into the Great Bear Lake area in 1930. There he discovered and staked the Eldorado radium and silver mines, starting the rush to open up and develop this highly mineralized area of thousands of square