

navigational aids, ferried prospectors and traders northward. Today, at least four airlines are operating scheduled services to various parts of the Arctic, ranging as far north as Resolute Bay, and many more flying firms are licensed to operate charter flights to northern points.

It will not be economically feasible to provide many major air-fields in the North until the volume of flying is much greater than it is at present, and for this reason heavy use is made of float-equipped and, in winter, ski-equipped aircraft.

Cheaper transportation can be offered, provided the volume is great enough to warrant the use of large-capacity, wheel-equipped aircraft. Accordingly, the Ministry has tried to provide a series of airports for large aircraft at focal points for various northern areas. It has also helped in the development of smaller landing-strips, which can be used by light aircraft.

For a time after the Second World War, the Royal Canadian Air Force operated most major northern air-fields. Around 1950, the Transport Department began a gradual takeover of these fields, which include Whitehorse, Watson Lake, Coral Harbour, Snag, Aishihik, Frobisher Bay, Cambridge Bay and Resolute Bay. A major airport built by the Department at Inuvik is now a main terminal for air-service along the Mackenzie River and an important distribution point for the Western Arctic.

At Yellowknife and Fort Smith, paved runways have been built to handle large modern aircraft. The strip at Baker Lake can handle medium-size twin-engine planes and the runway at Coral Harbour on Southampton Island is maintained as a staging-point on the northern air-routes that run through Hudson Bay to the High Arctic. Frobisher Bay boasts an airport with a paved runway 9,000 feet long, capable of handling the largest jet-transports.

Communications

Federal telecommunications have been operative in the North since the 1920s, when the first radio direction-finding ship-to-shore communications were set up in the Eastern Arctic to assist shipping on the Hudson Bay route, *via* Churchill, Chesterfield Inlet, Nottingham Island, Cape Hope's Advance and Resolution Island.

Later, in the 1930s, another dozen or so stations were opened to assist aviation in the North. During and since the Second World War, the Ministry has installed and operated a large number of radio aids to air navigation, including radio ranges, non-directional radio beacons and, more recently, modern instrument-landing systems at Whitehorse and Frobisher. Associated facilities provide voice communication with aircraft over a wide range of frequencies.

In addition, international air-ground communications are provided at Resolute and Frobisher to serve international flights. Air-operational communications with southern points are provided *via* a combination of Ministry-owned radio and radio-teletype facilities and services leased from