

1, 1930, with the operation of a nightly service each way. Five radio-beam stations, constructed in 1931, increased the efficiency of the airway materially. This service continued in regular operation with satisfactory results till Mar. 31, 1932, when, for reasons of economy in all services, it was temporarily suspended. Although the operation of the trans-prairie service was stopped, the airway surveys then in hand in the mountains and in northern Ontario, Quebec, and the Maritime Provinces were continued with a view to the eventual completion of the system from coast to coast.

**Progress of the Airway.**—Preliminary development on practically all aerodromes west of Montreal is now completed and while further construction work is required on some of the key airports to bring them up to the high standard of construction required, the route may now be flown safely in daylight hours. The installation of the radio-beam and two-way radio systems is proceeding as deliveries of equipment can be obtained. The lighting program is also well in hand.

Regular operations from Vancouver to Winnipeg—the western half of the airway—were possible at the end of 1937, and the airway should be in shape for regular operation at all seasons of the year, both night and day, from Vancouver to Montreal by mid-summer, 1938. The Atlantic section, east of Montreal, is not so far advanced but by the close of another construction season this too should be ready for regular operation.

An Act creating a national operating company—Trans-Canada Air Lines—for the operation of the Trans-Canada system was passed by Parliament in 1937. Time is required to build up such an organization but already it is operating the Seattle-Vancouver air-mail service and using this service as a training ground. As aircraft now on order are delivered, Trans-Canada Air Lines will extend its operations until they include the whole system from coast to coast.

The increase in landing speed and the introduction of night and all-weather flying necessitate larger airports, with longer clear approaches and improved surfaces. Airports which were adequate five years ago no longer suffice. The Department of Transport is co-operating with the municipal authorities in all parts of the country to provide air terminals of the required standard and is giving generous assistance so that first-rate airports may be available at all the principal traffic centres.

#### TRANS-ATLANTIC AIR SERVICE.

The past decade has witnessed the creation of a world-wide system of communications by air. European air lines cover that continent with a network connecting all the principal centres and stretching out to the farthest confines of Africa, Asia, and Australasia. In North America, the United States airway system provides a similar network and has been extended to give rapid means of transportation to all points in Central and South America. The Pacific ocean has been spanned and South America connected with Europe. The only major trade route not yet regularly served by aircraft is the North Atlantic. This trade route is perhaps the most important in the world. It joins the greatest centres of population and industry of the Old and New Worlds. It is served by the most highly efficient transport and communication systems in the world and here, if anywhere, is to be found traffic of sufficient value and quantity to justify the establishment of a commercial air service. The great circle track, or shortest route joining these two great industrial districts, passes down the Rhine Valley, through northern France and Belgium, London, northern Ireland, the Straits of Belle Isle, Montreal, the valley of the St. Lawrence and thence to the Mississippi basin. The eastern and western terminals of the direct