

range stations, the enlargement of the airports, and installation of the airway lighting system was put in hand in September, 1937, and has been prosecuted with energy since that date. Work was further advanced in the Western section; activities were concentrated there to bring it into operation as soon as possible. In the meantime, the Trans-Canada Air Lines were organizing and training their flying and ground crews, obtaining the necessary aircraft, and building hangars and workshops essential for the operation of the airway.

Operations.—On Jan. 1, 1938, all this work was far enough advanced to enable experimental flying on a daylight schedule between Vancouver and Winnipeg to commence. The results of these experimental flights proved so satisfactory that, on Mar. 4, a beginning was made in carrying mails experimentally between Vancouver and Winnipeg. By Oct. 1 the erection of the remaining radio stations and the installation of teletype, two-way wireless service, meteorological service, the improvement of the airports, and lighting of the route for night operations was completed and a regular air-mail service was formally inaugurated on that date over this portion of the route. The northern connection to Edmonton from Lethbridge was also opened at the same time, though until the new and larger airport at Calgary is finished no stop can be made there.

The erection of the wireless stations between Winnipeg and Montreal was, in the meantime, proceeding rapidly. The completion of the airports and the installation of the lighting was commenced as soon as weather conditions permitted in northern Ontario. Delivery of the ten "Lockheed 14" aircraft purchased for the operation of the main line was completed during September, and the construction work was so well advanced that regular daily flights on schedule were inaugurated for the training of personnel, both flying and ground, on this section of the route on Sept. 10. An express service between Montreal, Toronto, and Vancouver was inaugurated on Oct. 17. By Dec. 1 the construction and equipment of the airway was sufficiently far advanced to justify the inauguration of a daily air-mail service between Montreal and Vancouver and this commenced on that date. Experience in flying operations over the airway showed that additional radio-range stations were required at certain points in the Rocky mountains and elsewhere to give adequate security under adverse conditions. Four additional ranges were constructed and brought into operation early in 1939.

There are now thirty radio-range stations in operation on the route at roughly hundred-mile intervals, though in the mountains the spacing is closer. Adjacent to most of them is an airport fully lighted for night flying where meteorological observations are made and relayed to planes in flight and to the central forecasting stations at Vancouver, Lethbridge, Edmonton, Winnipeg, Kapuskasing, Toronto, and Montreal. At these stations a weather map is prepared four times daily and district forecasts are issued for the ensuing six hours.

Construction work east of Montreal has also been prosecuted with energy. At the main base for the Maritime Provinces at Moncton, N.B., a major airport is under construction, and a contract has been let for the erection of the radio-range station. The intermediate field at Blissville, N.B., is now completed and the radio-range station is under construction. At Megantic, major improvements at the airport have been undertaken, all with a view to making possible regular operations between Moncton and Montreal by the autumn of 1939.