

On Jan. 1, 1938, all this work was far enough advanced to permit commencement of experimental flying on a daylight schedule between Vancouver and Winnipeg. 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 were 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 in northern Ontario as soon as weather conditions permitted. 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 advanced to justify the inauguration of a daily air-mail service between Montreal and Vancouver and this commenced on that date.

During 1939, the work of construction of the last section of the airway from Montreal to the Atlantic Coast was completed. The main airports in this eastern section are located at Megantic, Que., Blissville, N.B., and the eastern terminal at Moncton, N.B., with intermediate aerodromes at Havelock, N.B., and Windsor Mills, Que. Facilities for connecting lines from Halifax and Saint John to Moncton have been provided by enlarging and improving the municipal airports of these cities, and a new airport has been constructed at Charlottetown, P.E.I. Radio range stations are being installed at Halifax and Charlottetown.

The Trans-Canada Air Lines commenced a mail service between Montreal and Moncton on Nov. 1, 1939, and, three months later, passenger, mail, and express services were in full operation, thus adding the last link to the transcontinental service.

The Department of Transport has provided for assistance to municipalities desiring to construct or improve existing airports. Thirty-two cities have taken advantage of this offer, including most of the larger centres of population. Sixty-five commercial air-transport companies providing services to districts in northern Canada have played a large part in the transportation system. New discoveries in northern Saskatchewan and the Northwest Territories have resulted in increased activities in these areas in the carriage of mail, passengers, and freight.

Clubs and schools have been active in instituting training courses in flying and many young Canadians are entering this field as pilots, air engineers, and radio operators. To meet the need for specialized education called for by modern flying, the University of Toronto has instituted a two-year diploma course in air navigation whereby students may gain the theoretical knowledge necessary to equip them for a career in aviation.

TRANSATLANTIC 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