

wise inaccessible areas; and finally in carrying tourists into the wilds of Canada for hunting, fishing or the sheer joy of escaping from civilization. Along with all this is the development of inter-city traffic on a large scale from the Atlantic to the Pacific.

The War has made it necessary to drop all of this work in the interest of national defence. The tourist business is at a complete standstill and the use of aircraft for trapping has had to be curtailed. Prospecting for certain strategic minerals has continued but on a restricted scale, mapping and air photography has been carried out only on new military routes, while contact with outlying settlements is limited to bare necessity.

Most of the air companies are now engaged in carrying out war contracts, some in the delivery of men and material urgently needed in the development of projects that cannot be served by road or rail, some in the training of aircrews and mechanics and some in the overhaul, repair and maintenance of aircraft in connection with the British Commonwealth Air Training Plan. The position of Canada in the air has been enormously strengthened by improved technology and a vast increase in the number of trained personnel, by the strong organizations built up during the War and by greatly increased experience in operation.

### Canadian Scheduled Air Transport Services

**Trans-Canada Air Lines in 1943.**—During 1943, Trans-Canada Air Lines continued to grow. It was not so much a year of expansion as of intensification of existing services. The only route extension was from Vancouver to Victoria, but in September a third daily flight between Montreal and Winnipeg was added to the schedules and a third between New York and Toronto. In the first seven months of the year (July is the latest month for which figures were available at time of writing), T.C.A. aircraft flew 4,990,244 miles, an increase of 608,507 miles over the corresponding period in 1942; mail volume was nearly doubled, express nearly trebled, and the number of passengers carried increased by 21,125.

From Jan. 1, 1943, to the end of July, Trans-Canada carried 2,048,774 lb. of mail, an increase of 991,708 lb. over the first seven months of the previous year; an express load of 406,206 lb., an increase of 265,049 lb.; and 78,215 revenue passengers, an increase of 21,125. An example of the growth of traffic was July, the heaviest month for air mail in the Company's history up to that time. The amount carried was 316,547 lb., an increase over June of 7,428 lb., and over July, 1942, of 123,576 lb.

An important event of the year was the inauguration of a transatlantic service, a war-time operation Trans-Canada assumed on behalf of the Government. The Air Lines continued its maintenance work for the British Overseas Airways Corporation return ferry service across the Atlantic and, in its Winnipeg shops, overhauled many aircraft engines, propeller assemblies, instruments and accessories for the Royal Canadian Air Force, for schools operating under the British Commonwealth Air Training Plan, and for the British Overseas Airways Corporation.

Trans-Canada has created at Winnipeg one of the most complete aircraft engineering and maintenance shops on the continent. Here, trained staffs keep the fleet of twenty-four transports in the finest flying trim and provide shop service for military aircraft.

Routes now in operation total 4,903 miles, made up as follows: St. John's, Newfoundland, to Victoria, B.C., 3,911 miles; Halifax to Moncton, 120 miles; Toronto to New York, 365 miles; Toronto to London and Windsor, 206 miles; Lethbridge to Calgary to Edmonton, 301 miles.