

A high percentage of the male personnel of T.C.A. has enlisted in the Armed Forces and manpower is one of the serious problems confronting the Air Line. The policy of employing women and ex-service men was continued during the year. More than 35 p.c. of the staff is now female.

**Canadian Pacific Air Lines.**—The consolidation of the many independent commercial operators chiefly engaged in servicing the mining industry in northern Canada has been proceeding gradually for the past two years. The Canadian Pacific Air Lines now controls the operation of Canadian Airways Limited, Arrow Airways Limited, Ginger Coote Airways, Prairie Airways, Mackenzie Air Service, Yukon Southern Air Transport Limited, Dominion Skyways Limited, Quebec Airways, Wings Limited, Starratt Airways and Transportation Company.

The component companies of the C.P.A. in 1942 flew approximately 5,300,000 miles, carried 60,000 passengers and 10,000,000 lb. of freight, express and mail. Their employees numbered 7,000. Ninety per cent of the Company's business is now for war purposes—in the northwest for the important developments in these remote districts arising out of the joint defence programs of Canada and the United States for the defence of northwestern Canada and Alaska; in the northeast in connection with the construction of plants for war industries and aerodromes. "Bush" services have been maintained in all important areas, the decline in gold mining having been compensated for by the increased war-time search for essential war minerals.

To meet the increasing traffic, more efficient and larger twin-engined aircraft have been placed in operation on several routes replacing the former ski-float operations. Up-to-date air navigation facilities, including aerodromes, radio ranges, improved weather and communication services and lighting are also being installed so as to permit of all-weather, night and day operation. Every effort is being made to bring such services up to main-line standards as rapidly as possible.

**Independent Air Lines.**—Although many of the principal operating companies have been absorbed by C.P.A., there still remain independent organizations in this field. Typical of these are Maritime Central Air Lines which operates a mail, passenger and express service between Moncton, Saint John, Summerside and Charlottetown, P.E.I.; the M. and C. Aviation Company which operates a licensed air-mail, passenger and express service from Prince Albert to northern Saskatchewan points and, in addition, an engine and overhaul shop under contract with the Department of Munitions and Supply.

## Section 1.—History and Administration

### Subsection 1.—Development of Aviation in Canada

**Historical Sketch.**—A brief historical outline of the development of aviation in Canada appears at pp. 710-712 of the 1938 Year Book.

**Trans-Canada Airway.**—An article describing this Airway appears at pp. 703-705 of the 1940 Year Book.

**Transatlantic Air Service.\***—The work done to establish an air service between Canada, the United States and the British Isles via Newfoundland up to the outbreak of war is described at pp. 705-707 of the 1940 Year Book. Transatlantic air services have been continued from the United States via Bermuda and the Azores to Lisbon.

\* See also pp. 572-575.