

the northern airports that had been constructed to meet emergency war conditions. The Royal Canadian Air Force is now responsible for the operation and maintenance of the airports of the Northwest Staging Route while the landing fields constructed by the United States Army Air Force down the Mackenzie River as far as Norman Wells and Canol have been turned over to the Department of Transport and steps have been taken to provide for their maintenance in accordance with Joint Defence Board agreement and subsequently for civil purposes. (See the article on "Canada's Northern Airfields", pp. 705-712.)

### Canadian Scheduled Air Transport Services

**Trans-Canada Air Lines in 1944.**—The volume of traffic on the Trans-Canada Air Lines has steadily increased and, in an attempt to meet the increased demand, a third flight was inaugurated between Toronto and Winnipeg in 1944, with the possibility of it being extended to Vancouver in the near future. Like all commercial air lines, the Company is short of flying equipment. During the year, steps were taken by the Department of Munitions and Supply to build DC 4 aircraft at the Victory Aircraft Plant in Montreal in order to provide Trans-Canada Air Lines and other Canadian operators with equipment suitable both for domestic and foreign air-line services at the earliest possible moment after the cessation of hostilities.

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-six transports in the finest flying trim and provide shop service for military aircraft.

Routes now in operation total 5,299 miles, made up as follows: Moncton to St. John's, Newfoundland, 751 miles; Halifax to Sydney, 201 miles; Halifax to Blissville, 172 miles; Halifax to Victoria (via Moncton and Toronto), 3,303 miles; Toronto to New York, 365 miles; Toronto to London and Windsor, 206 miles; Lethbridge to Calgary to Edmonton, 301 miles.

In 1944, Trans-Canada carried 3,739,105 lb. of mail, an increase of 12,498 lb. over the previous year; an express load of 856,016 lb., an increase of 34,410 lb.; and 158,884 revenue passengers, an increase of 16,608.

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-servicemen was continued during the year. More than 33 p.c. of the staff is now female.

*Canadian Government Transatlantic Air Service.*—Trans-Canada Air Lines is operating a service from Montreal to Prestwick, Scotland, on behalf of the Canadian Government, the primary purpose of which is to carry mail to and from the Canadian troops overseas. This service is now on a firm footing and operating three round trips a week on schedule.

**Canadian Pacific Air Lines.**—The Canadian Pacific Air Lines, formed early in 1942 by the consolidation of the many independent commercial operators chiefly servicing northern Canada, is now operating a network of north-south air routes. The Company has rendered essential air transport service in connection with the Alaska Highway, the Canol oil project, airport construction, and the development of wartime minerals.