

Besides supplying air transport services directly related to the war effort over a large section of northern Canada, the company operated seven air training schools in 1944 on a non-profit basis for the British Commonwealth Air Training Plan. Five engine-overhaul and aircraft-repair plants are operated under contract with the Department of Munitions and Supply for the overhaul and repair of R.C.A.F. equipment. These air training schools and aircraft-repair plants are located across Canada.

In addition to providing these essential wartime air services in Canada, the Canadian Pacific Railway, in co-operation with the British Ministry of Aircraft Production, pioneered the Atlantic ferry bomber service in 1940, now the R.A.F. Transport Command.

A number of officers and employees of Canadian Pacific Air Lines have received citations for meritorious wartime service and the Company's honour list includes one O.B.E., four U.S. Air Medals, and other marks of recognition from the R.C.A.F., the R.A.F. and the U.S.A.A.F.

The component companies of the C.P.A. in 1944 flew more than 6,000,000 miles, carried more than 100,000 passengers and close to 9,000,000 lb. of freight and express as well as 1,500,000 lb. of mail. This represents a 40 p.c. increase in passengers carried, a slight decrease in air cargo, and a larger decrease, approximately 35 p.c., in mail transported. The latter two decreases were due to the completion or closing of many war projects in northern Canada, reducing traffic. Employees in 1944 numbered 1,100.

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 and Saint John in New Brunswick and Summerside and Charlottetown in Prince Edward Island; 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.

CANADA'S NORTHERN AIRFIELDS*

Introduction

Canada's northern position in the Western Hemisphere is of the greatest importance from the standpoint of air transport. The shortest airways between North America and both Europe and Asia pass over the Dominion and her co-operation is necessary for their efficient development.

When Canada went to war in 1939 immediate steps were taken to ensure the defence of her territory and, subsequently, of key points in the Western Hemisphere. Since the Ogdensburg Agreement of Aug. 17, 1940, which resulted in the creation of the Canada-United States Permanent Joint Board on Defence, these defensive measures have been co-ordinated with those undertaken by the United States and the two countries have worked out joint plans for the defence of their parts of the Western Hemisphere.

The plans for the defence of vital areas of northwestern and northeastern Canada are outstanding examples of effective co-operation between the United Kingdom, the United States and Canada. The primary purpose of these defence installations

* This material has been revised in the Office of the Controller of Civil Aviation, Department of Transport.