

meantime essential buildings and equipment are being made available on a nominal basis to clubs that participated in the Joint Air Training Plan and most of these have resumed active operations.

Canadian Scheduled Air Transport Services

Trans-Canada Air Lines in 1945.—Operating over the same route mileage as the previous year, Trans-Canada Air Lines' daily scheduled miles totalled 32,354 at the end of 1945 which was an increase of 6,090 miles per day, or 23 p.c., as compared with 1944. The number of miles flown during the year increased accordingly to 11,546,227, an increase of 1,511,422. The number of revenue passengers carried was 183,121, 17 p.c. more than the previous year, and air express traffic showed a growth of 11 p.c., amounting to 950,323 lb. The return to peace brought a reduction in the volume of mail and the 3,429,232 lb. carried by the air line was a slight decrease from 1944.

More hangar accommodation was procured by the Company at Winnipeg, its operational headquarters, while Moncton was established as a major maintenance base. At La Guardia Airport, New York, additional space in the ramp building was obtained and an experimental radar station for the study of radar application to civil air operations began operating at Winnipeg.

During the year, Trans-Canada contracted for the acquisition of 24 DC-3 aircraft to meet proposed service extensions in Canada and the United States. These are being converted in Canada from military transports to 21-passenger commercial airliners and with delivery to the Company of the first three in the latter part of 1945, T.C.A.'s fleet was enlarged to 28. A program of major overhaul was carried out on the fleet to ensure a continued high efficiency of performance.

A third daily transcontinental flight was completed by the extension of an existing Montreal-Winnipeg operation through to Vancouver. A fourth such flight was started during December with the inauguration of another flight between Vancouver and Lethbridge. Schedules on the Alberta inter-city route between Lethbridge, Calgary and Edmonton were doubled by adding third and fourth flights coincident with the increase in the transcontinental service, and a fourth daily flight between Montreal and Halifax together with a second flight between Halifax and Sydney were added in August.

Besides providing mechanical training, one of the largest departments, T.C.A. schools continued to turn out pilots, radio operators, passenger agents, stewardesses and traffic personnel. The instruction of former R.C.A.F. pilots was considerably accelerated with eight classes, totalling 76 men, being completed. The return of former male staff from the Armed Forces resulted in a decrease of female employees but the total staff of the Air Line was 3,272 as compared with 2,700 at the end of 1944.

Canadian Government Transatlantic Air Service.—Trans-Canada continued to operate this service which was organized in 1943 primarily for the swift transport of mails to and from the Armed Forces overseas. However, towards the close of the year it was developing into a full commercial operation. Passenger tickets were being sold in T.C.A. ticket offices and purser-stewards were catering to passengers'