

The Department of Transport Air Services has done much to encourage the revival of Flying Clubs throughout the Dominion and, where possible, has granted special privileges on departmental aerodromes. In co-operation with the R.C.A.F. wartime buildings have been retained at airports and made available to the Clubs at nominal yearly leases.

Canadian Scheduled Air Transport Services

Trans-Canada Air Lines in 1946.—Continued expansion and improvement in service featured the operations of Trans-Canada Air Lines in 1946. New routes were opened, frequencies on some existing routes were intensified and passenger accommodation was materially increased with the addition of new and larger aircraft to the T.C.A. fleet. The Air Lines' growth had the effect of a further relative contraction in Canada's vast distances while enhancing international relations.

A great increase in the number of revenue 'plane miles flown by the Company resulted. The figure of 14,162,377 miles represented an increase of 3,656,302 'plane miles over the previous year. A good part of this additional mileage was flown over the 1,212 miles of new routes which T.C.A. inaugurated during the year. The new routes brought the total mileage up to 6,511 as compared with 5,299 at the end of 1945. Passenger traffic and express showed sharp gains but air-mail figures declined considerably. Sixty-seven per cent more passengers were carried than in 1945, the total of 305,442 being an increase of 122,321, while air express reached 1,043,713 lb., 93,390 lb. above that of 1945. Air-mail volume at 2,325,977 lb. showed a decrease of 1,103,255 lb.

Under the provisions of the 1945 contract, Trans-Canada took delivery during the year of 24 21-passenger DC-3 aircraft, bringing the DC-3 fleet up to 27 at the end of 1946. These 'planes, as received, were put in operation to replace the smaller Lockheed aircraft and are now flying most of T.C.A.'s Canadian and trans-border routes, the Lockheeds being confined mostly to Western Canada on the Lethbridge-Vancouver run. Disposal of part of the Lockheed fleet had begun by the end of summer.

In the spring, an extra daily flight was added to the Toronto-New York service, now four flights daily in each direction. In July, a new service between Toronto and Chicago was inaugurated and three flights daily are made between these points. A month later another important United States city was added to the Air Lines' network when Toronto was joined to Cleveland, Ohio, in a daily service. Two daily flights are operated on this route, via London, Ont. The next international link was forged in September when a daily flight service was introduced between Port Arthur-Fort William, Ont., and Duluth, Minn., and the rapid expansion extended into the following month. In November, operations were commenced on the Victoria-Seattle route while, simultaneously, the existing service between Vancouver and Victoria was increased to eight flights daily. A fourth daily transcontinental service between Montreal and Vancouver went into operation on Apr. 1, 1947.

Canadian Government Transatlantic Air Service.—During 1945, the Canadian Government Transatlantic Air Service, operated by Trans-Canada Air Lines, made its 1,000th crossing of the Atlantic. The service was greatly accelerated, with flight frequencies increased from three a week to one every day, and every scheduled flight was completed. Flights were extended to London, England. The new four-engine 40-passenger aircraft, the *North Star*, which will