

be used by T.C.A. in trans-ocean and transcontinental services, was test-flown in July, 1946, made a flight across Canada in September and its first transatlantic flight in April, 1947. This airliner is largely the product of Canadian ideas and manufacture.

**Canadian Pacific Air Lines.**—During the year 1946, Canadian Pacific Air Lines experienced a general improvement in traffic. A considerable portion of this improvement can be attributed to the increase in activity in the mining areas of the country which first evidenced itself during the latter part of 1946. C.P.A.L. has continued its policy of greater standardization of its fleet by acquiring during the year additional units of new and larger aircraft types, including 10 Douglas C-47's, 9 Norsemen and 4 Cansos.

In 1946, the component companies of the C.P.A.L. flew 6,813,907 miles in revenue service as compared with 5,373,403 miles in 1945; carried 175,461 revenue passengers compared with 125,110; 16,514,741 lb. of freight as against 9,419,556 lb.; and 1,722,733 lb. of mail as compared with 1,253,537 lb. in 1945.

**Independent Air Lines.**—In addition to Trans-Canada Air Lines and Canadian Pacific Air Lines, there are only four other domestic air lines licensed to operate scheduled services in Canada. These are:—

- (1) Maritime Central Airways of Charlottetown, P.E.I.
- (2) Northern Airways Limited, Carcross, Y.T.
- (3) Leavens Brothers Air Services Ltd., Toronto, Ont.
- (4) M and C Aviation Co., Ltd., Prince Albert, Sask.

Most of the independent air lines are operating non-scheduled services which, with few exceptions, are charter services from designated bases. It is in this field that the greatest development has taken place in the immediate post-war period. These non-scheduled air services not only provide effective means of access to sections of the Dominion that are inaccessible by other means of transportation, but also act as feeders to the scheduled air lines.

It is in the charter-service field of commercial aviation that ex-service men, particularly Air Force personnel, have shown the greatest interest, inasmuch as they can commence operations in a modest way and the capital required is not exorbitant.

At the close of 1946, operating certificates issued by the Air Services Branch of the Department of Transport included 70 non-scheduled commercial charter services from designated bases and three such services operating between qualified points.

**Foreign Scheduled Services.**—Operating certificates issued to foreign scheduled services flying into Canada number five and consist of the following:—

- (1) Pan-American Airways, Inc., operating between Seattle, Wash., and Fairbanks, Alaska, with refuelling stop at Port Hardy, B.C., and points of call at Juneau, Alaska, and Whitehorse, Y.T.
- (2) United Air Lines, Inc., operating between Vancouver, B.C., and Bellingham, Wash.
- (3) American Airlines Inc., operating between Toronto, Ont., and Buffalo, N.Y., and also the Canadian portion of the route between Buffalo, N.Y., to Windsor, Ont., and Detroit, Mich.
- (4) Colonial Airlines, Inc., operating between Montreal, Que., and Burlington, Vt.; between Ottawa, Ont., and Burlington via Montreal; between Montreal and Syracuse, N.Y.; and between Ottawa and Syracuse.
- (5) British Overseas Airways Corporation with Canadian Terminal at Montreal Airport (Dorval).