

Since that time, the operation has had full commercial status, and up to Dec. 31, 1947, 15,815 revenue passengers crossed the Atlantic and of these 14,393 travelled on scheduled flights. The remaining 1,422 passengers were largely immigrants from the United Kingdom carried under a charter arrangement with the Province of Ontario. These figures do not include passengers carried by other companies under sub-contract with T.C.A. (Atlantic). A total of 251,562 mail ton miles were logged and 531,008 freight ton miles including air express, cargo and excess baggage. Operating revenues on the Atlantic Service were \$5,483,298 against operating expenses of \$5,341,898 and the surplus after interest payments was \$136,303. From 1943, Trans-Canada had operated a wartime transatlantic service between Montreal and Great Britain for the Canadian Government. The Company and its personnel thus acquired considerable experience in transatlantic flights.

The experience gathered during the war years has been of immense value to T.C.A. (Atlantic) not only in the training of air crews in flying the route but also for Company personnel who have taken an active part in so many phases of transatlantic operation. The radio-communications system for T.C.A. (Atlantic) operation, with headquarters at Moncton, N.B., is operated by Trans-Canada Air Lines, as agent for the Department of Transport. Aircraft maintenance crews, during the War, serviced not only their own aircraft but those of the British Overseas Airways Corporation, thereby establishing a technical background for the problems of long-distance operation of aircraft.

The Department of Transport is deeply interested in this Service. The closely integrated Canadian Meteorological Service now has stations at both Goose Bay, Labrador, and Gander, Newfoundland, as well as at Montreal, Que., which are largely devoted to transatlantic operations. The radio range system extends from Montreal, Que., through intermediate points to both Goose Bay and Gander. Canada contributes the cost of one ship as part of an ocean weather station, stationed on the North Atlantic route, at an estimated annual cost of \$350,000.

The collapse of the vast system set up to meet war requirements was avoided by the quick action of the Provisional International Civil Aviation Organization (PICAQ) in calling a meeting of the interested countries at Dublin, Ireland, in March, 1946, at which time provision was made for the retention of all the services essential to successful operation. These services are provided by the nations concerned on an agreed and equitable basis, Canada bearing her share of the cost. In this connection, search and rescue facilities were provided by the R.C.A.F. to assist aircraft in trouble at the Canadian end of the route. The Search and Rescue Organization includes not only aircraft to search for lost aeroplanes, but the integration of control and communications systems to enable ships on the Atlantic to render assistance. It keeps all concerned fully informed almost constantly of the position and general well-being of every aircraft in the area.

In the summer of 1948, T.C.A. (Atlantic) was flying seven scheduled round trips per week between Canada and Great Britain. However, due to the heavy traffic, most of these scheduled trips were operated in two sections for the summer months.

The Northern Route to Great Britain either by way of Goose Bay, Labrador, or Gander, Newfoundland, is followed during the summer months. Treaty agreement with Newfoundland requires that all transatlantic services, with the exception of T.C.A. (Atlantic), shall use Gander, weather permitting. T.C.A. (Atlantic)