

is the only transatlantic operator that is permitted to use Goose Bay as a regular point of call, other operators being permitted to use it only as a bad weather alternate.

On May 1, 1948, the Bermuda service was inaugurated by T.C.A. with two round trips per week, one flight originating in Montreal, Que., and one in Toronto, Ont.

By treaty agreement with Portugal, T.C.A. has the right to land in the Azores should weather conditions make the operation of the Northern Route undesirable.

Experience during the winter of 1946-47 indicated the desirability of establishing a refuelling base in the eastern Maritimes for the benefit of the numerous transatlantic operators. When the Southern Route, by way of the Azores, is used, the safety of the operation is considerably enhanced if an alternate to Gander is available at a convenient point on the mainland. During the winter of 1947-48, several operators obtained temporary authority to use Sydney, N.S., since the airport at that point is sufficiently developed to accommodate the types of aircraft now used in transatlantic operations. Most transatlantic operators favour Sydney, N.S., and further development at this airport will be carried out with a view to making it a regular refuelling base for transatlantic operations.

Trans-Canada Air Lines (Atlantic), Limited, employs North Star aircraft exclusively on the transatlantic and Bermuda runs. On May 14, 1948, they made their appearance on the Toronto-New York international run and on June 1, 1948, in domestic service as well. The North Star is a Canadian development of the original Douglas DC-4 and uses British Rolls-Royce Merlin engines. The performance of this aircraft is such that it is considered a triumph of Canadian aeronautical engineering.

## **Section 2.—Airports and Aircraft**

### **Subsection 1.—Summary Statistics of Civil Aviation**

From commercial operators of aircraft, aeroplane clubs, etc., the Bureau of Statistics collects and compiles civil aviation statistics, with the exception of data on licences and accidents, which are reported by the Civil Aviation Division of the Department of Transport.

Commercial companies are in two classes, those engaged principally in flying between Canada and the United States and those engaged exclusively or almost exclusively in flying between Canadian stations, see Table 8, p. 756. Regular flying on the Montreal to Vancouver portion of the Trans-Canada Airway began toward the end of 1938. The statistics for 1939 were the first to include extensive operations of the Trans-Canada Air Lines. The companies operating in the north country carry passengers, freight and supplies into and out of the mines and account for the large volume of freight carried by air in Canada. Because of this feature of civil aviation in Canada, it is difficult to make comparisons with other countries where the traffic is principally inter-urban passenger traffic between well-established airports.