

By the end of 1946, TCA had expanded its domestic operations to Victoria, B.C., Blissville, N.B., and Fort William, Ont. Trans-border services were extended from London, Ont., to Chicago and Cleveland; Victoria to Seattle; and Saint John, N.B., and Yarmouth, N.S., to Boston.

The postwar advance in technology was so rapid and so radical that the Department of Transport, which was responsible for providing or ensuring the provision of all necessary ground support services—airports, aids to navigation, air traffic control, weather and communication systems and so on—was at times unable to keep abreast of them. Most Canadian cities had, with government assistance, built airports before the War that were good enough to become links in the transcontinental system. These were leased for training or other military purposes during the War and, as part of the process, most of them were enlarged and considerably improved. However, at the end of hostilities, airline operation had assumed such a high degree of sophistication that the airport proper merely provided a convenient base on which or around which the other services could be concentrated. Complex airport and approach lighting systems; customs, immigration and health facilities; airport and airway traffic control; electronic low-ceiling approach systems; meteorological and pilot-briefing centres and the nervous systems—the radio and electronic complexes necessary to keep this organism alive and alert—required such a high degree of standardization and entailed so much expense that municipal operation of these was out of the question. Some municipalities decided to retain control of the actual airport, including the terminal building, but the majority preferred to leave administration, and occasionally ownership, in Federal Government hands.

This posed, as it still does, a financial problem of some magnitude. Most industrial states possess large populations and small land areas which can be served by one or two first-class airports. The reverse is true in Canada. History and geography have conspired to make Canada the world's great transit area or, if one is militaristically minded, the great buffer state of all time. The airline routes from northern Europe and Asia naturally flow over Canada. As one of the leaders in world aviation and as a signatory to the Chicago Convention, Canada must provide the facilities necessary to ensure safe flight over its vast territory. The challenge has therefore been accepted but entails the construction and maintenance of 10 major airports, with Whitehorse, N.W.T., at one flank and Gander, Nfld., at the other, concerning which no single community can be expected to accept more than a token responsibility; and there are a dozen-and-a-half more which, because of involvement in trans-border operations, merit some federal aid. The resources of the Department of Transport have therefore, been taxed to the limit in meeting these needs. Statistics show that, among the 'have' nations, of which Canada is one, air traffic, since 1945, has doubled approximately every five years. The tasks imposed on the ground-support services involved not only the increasing volume but the vastly increased sophistication needed to maintain that volume; increasing size, speed, ceiling and performance of aircraft called for new equipment, new techniques, even new trades or professions in maintaining ground services.

Postwar changes were swift and relentless. By the end of 1945 the first fleet of aircraft operated by TCA was facing obsolescence and steps were being taken to replace the domestic fleet with the 21-passenger DC-3s. Orders had also been given for a fleet of modified 40-passenger DC-4s, renamed the *North Star*, for both domestic and overseas operations; meanwhile, the Canadian Government Trans-Atlantic Air Service continued in operation using six Lancasters.

Canadian Pacific Airlines never became reconciled to the single chosen-instrument concept for either domestic or international operations, and historical developments soon forced a change of Government policy. The pressure of events during the War had left in the hands of CPA the operation of the Vancouver-Fort St. John and Edmonton-Fort St. John-Whitehorse service, which the CPA subsidiary, Yukon Southern Air Transport, had pioneered. During the last days of the War when all efforts were concentrated on crushing Japan, this had become an exceedingly busy and important line of communication