

and, because CPA was organized and equipped to operate over it, the inevitable concomitant was to leave CPA to enjoy its well-earned laurels, exercising what is known in technical jargon as *Grand Father* rights. Thereafter, between second-thinking in policy-making circles in Ottawa and aggressive and enlightened planning on the part of CPA, the latter proceeded to divest itself of the essentially bush operations while concentrating on expansion of the several inter-urban services it possessed. Few of the services were lucrative but by operating them the company maintained both its training standards and its equipment at a level in keeping with that of a first-class airline operator.

A significant modification of Government policy in 1948 enlarged the chosen-instrument concept to cover the operations of CPA in the Pacific north and south and, in July 1949, operations were started to Auckland, New Zealand, and Sydney, Australia via San Francisco, Honolulu and Fiji. This was followed in September of that year by a service to Hong Kong and Tokyo by way of Alaska. Services were extended to Mexico City and Lima, Peru, in 1953. Two years later, a trans-polar route linking Sydney, Australia, to Amsterdam via Vancouver was inaugurated. That same year, CPA relinquished its domestic operations in Quebec and took over the service between Toronto and Mexico City previously operated by TCA. In May 1957, CPA entered the transcontinental field by operating a service between Vancouver, Lisbon and Madrid via Montreal; this, in 1960, was extended to Rome and, in the south, services were extended to Santiago, Chile and Buenos Aires. During 1959 there was a complete change of Government policy and CPA was granted a daily transcontinental service between Vancouver and Montreal via Winnipeg and Toronto.

TCA began a service between Canada and the West Indies in 1948—first running from Toronto to Nassau and Port-of-Spain and later to Bermuda and Barbados, Trinidad and ultimately, in 1953, to Montego Bay, Jamaica. A service from London to Paris was started in 1951 and from London to Dusseldorf, Germany, in 1952. Brussels and Vienna and Zurich were added in 1958 and 1959, respectively. Thus by 1960, TCA services were extended to cover the principal cities of northern Europe. In December of that year the airline made its 1,000th crossing of the Atlantic and was permitted to extend its service from Prestwick to London. It had now assumed full responsibility for what had been the Canadian Government Trans-Atlantic Air Service and this service was officially recognized as a commercial operation.

The general types of aircraft used by the two great companies followed a somewhat similar pattern. DC-3s or similar types with a capacity of about 25 seats and a cruising speed of 180 mph. were introduced around 1945 and the 40-passenger *North Star*, with useful speed of about 270 mph. and a range of 3,500 miles, came into use in 1948. *Constellations*, *Super-Constellations* or *Douglas DC-6Bs* were introduced around 1954 but were soon out-classed by aircraft using a radically new power-plant—the jet-turbine engine. *Vickers Viscounts* or *Bristol Britannias* (propeller-driven jet turbine aircraft) were commissioned during 1956-58 but the most radical change in equipment occurred in 1960 when the DC-8 jet-turbines, with seating capacity for 120 passengers, a range of 4,000 miles and a speed of 560 mph., came into service. One configuration of this aircraft will carry 50,000 lb. of freight and 69 passengers. By agreement, both companies are equipped with the same type of aircraft.

Air Canada (as Trans-Canada Air Lines was re-named in 1964) was the first international airline to operate an entire fleet of jet-powered aircraft. Canadian operators have led in this field and both companies have kept abreast of the best international operators in the safety, efficiency, speed and comfort of their services. These, by international agreement effected through the agency of the International Air Transport Association (IATA), are the only sectors in which competition is allowed. Fares on international services are set by international agreement and domestic fares come under the purview of the Air Transport Board.