

Toronto and Montreal to Holland, the Azores, Portugal, Spain and Italy. A South American network serves Mexico, Peru, Chile and Argentina from Montreal, Toronto and Windsor in Eastern Canada and from Vancouver and Calgary in the West. During 1966-67 two new routes were inaugurated—Toronto to Honolulu non-stop and a daily flight from Vancouver to San Francisco and return. Within Canada a transcontinental service links Vancouver, Winnipeg, Toronto and Montreal and a network of north-south routes serves British Columbia, the Yukon and western Alberta.

CPA's fleet consists of 17 aircraft—seven Douglas DC-8s, six Douglas DC-6Bs and three Douglas DC-3s. Four DC-8 series 63, called Spacemasters, are on order for delivery during 1968. These aircraft will carry 199 passengers in CPA's seat plan. Seven Boeing 737 short-medium jets are on order for late 1968 and early 1969 delivery and will replace piston-engined aircraft on domestic routes.

Independent Airlines.—In addition to the two major Canadian air carriers—Air Canada and Canadian Pacific Airlines Limited—there are four domestic air carriers licensed to operate scheduled commercial air services in Canada, namely, Eastern Provincial Airways (1963) Ltd., Gander, Nfld.; Quebecair, Rimouski, Que.; TransAir Limited, Winnipeg, Man.; and Pacific Western Airlines Ltd., Vancouver, B.C.

Licensed Canadian air carriers operating in Canada as at Mar. 31, 1967, held valid operating certificates covering 83 scheduled, 177 flying training, and 1,718 other non-scheduled and specialty services. These non-scheduled services, in addition to providing effective access to sections of Canada that are inaccessible by other means of transportation, act as feeder lines to the scheduled airlines. They also include such specialty services as recreational flying, aerial photography and surveying, aerial pest control, aerial advertising, aerial patrol and inspection.

Eastern Provincial Airways (1963) Ltd.—This company operates throughout the Atlantic Provinces, eastern Quebec and Labrador. It serves Charlottetown and Summerside in Prince Edward Island; Moncton and Dalhousie in New Brunswick; New Glasgow and Halifax in Nova Scotia; Deer Lake-Corner Brook, Gander, St. John's, St. Alban's and St. Anthony in Newfoundland; Goose Bay, Saglek, Wabush-Labrador City, and Twin Falls-Churchill Falls in Labrador; and Sept Îles and the Magdalen Islands in Quebec.

The Airways fleet consists of three Handley-Page Dart Heralds, one DC-4, four DC-3s, five PBV Cansos, seven DH Beavers and six DH Otters, one Beech Baron, two Super Cubs and two helicopters. The company carries on an extensive air freight service throughout the above areas and conducts many specialty services such as mineral exploration, 'package trips' (hunting and fishing), ambulance service and forestry, seal and ice patrol services.

Quebecair.—Quebecair, with head office at Rimouski, offers scheduled services in Quebec and Labrador. The company dates from 1946 and was founded under the name "Le Syndicat d'Aviation de Rimouski". In 1947 the name was changed to Rimouski Airlines and the company inaugurated an air transport service between the shores of the Gulf of St. Lawrence, linking Matane, Mont Joli, Rimouski, Forestville, Baie Comeau and Sept Îles. Until 1953 service was limited to towns and small centres located between Rimouski and Gaspé on the south shore of the St. Lawrence River and between Forestville and Sept Îles on the north shore. In 1953 with amalgamation of Gulf Aviation the name "Quebecair" was adopted. With the expansion of mining and industrial activities, Quebecair extended its network to Quebec City and Schefferville in 1955, to Montreal in 1957, to Gagnon and Rivière du Loup in 1959, to Wabush in 1960, to Manicouagan and Saguenay in 1961 and to Murray Bay in 1962. During 1965, Quebecair acquired Matane Air Services Ltd., Northern Wings Ltd., Northern Wings Helicopters Ltd., and merged its scheduled services with those of its two subsidiaries Northern Wings Ltd. and Matane Air Services Ltd.