

comfort. A new ticket office was opened at London, England, and a transatlantic express service was inaugurated, while four Lancasters were added to the fleet. Approximately 900,000 lb. of mail were carried by this service during the year and at year's end T.C.A. personnel had flown more than 500 Atlantic crossings.

Canadian Pacific Air Lines.—The scale of operations of the Canadian Pacific Air Lines during 1945 was slightly lower than in the previous year, owing to the termination of wartime activities sponsored by the Canadian and United States Governments in northwestern Canada. Considerable improvement took place, however, in the last six months of 1945, largely as a result of the expansion of mining activities throughout the country.

During 1945 all activities of Canadian Pacific Air Lines in the overhaul plants operated for the Department of Munitions and Supply and in the British Commonwealth Air Training Plan came to a close. During the year the C.P.A. acquired new and larger aircraft types, including 3 Lodestars, 4 Douglas C-47's and 4 Norseman, resulting in a greater standardization of its fleet.

The component companies of the C.P.A. in 1945 flew 5,373,403 revenue miles, as compared with 5,984,602 in 1944; carried 125,110 passengers as compared with 104,166; 9,419,556 lb. of freight as against 8,027,442 lb.; and 1,253,537 lb. of mail as compared with 1,436,153 lb. in 1944.

Independent Air Lines.—Operating certificates have been issued by the Department of Transport since the cessation of hostilities to 20 new independent air lines which have been established in most cases by returning Air Force personnel. These are additional to the independent organizations which were not absorbed by the Canadian Pacific Airways and which included the Maritime Central Airways Limited, Charlottetown, P.E.I., and M. and C. Aviation Company Limited, Prince Albert, Sask.

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. To preserve as much continuity with earlier statistics as possible, figures for certain important items are given in Table 1 for the years 1939-44. However, statistics collected since 1936 have been somewhat enlarged and consequently for some items in Table 1 and for much of the data in the following tables no figures are available prior to 1936.

The commercial companies are divided into two classes, those engaged principally in international flying between Canada and the United States and those engaged exclusively or almost exclusively in flying between Canadian stations.

Regular flying on the Montreal to Vancouver portion of the Trans-Canada Airway began toward the end of 1938. Therefore the statistics for 1939 were the first to include extensive operations of the Trans-Canada Air Lines. This Company is in a class by itself in Canadian aviation at present, and its inclusion somewhat distorts comparisons with data of previous years. The long journey and relatively heavy passenger traffic raises the average journey and average passenger per aircraft mile, although the business of other companies may be practically unchanged.