

International Air Agreements.—The position of Canada in the field of aviation as well as its geographical location makes co-operation with other nations of the world engaged in international civil aviation imperative. Canada took a major part in the original discussions that led to the establishment of the International Civil Aviation Organization, generally known as ICAO, which has its headquarters at Montreal, Que. A special article on "The International Civil Aviation Organization and Canada's Participation Therein" appeared in the 1952-53 Year Book, pp. 820-827.

In recent years, Canada has been a signatory to agreements concerning civil aviation with: Australia and New Zealand; Belgium, Denmark, France, Germany, Ireland, Iceland, The Netherlands, Norway, Portugal, Sweden, South Africa, and the United Kingdom and with the United States.

Section 2.—Air Services

Air Transport Services.—These services are grouped into two broad classes—Scheduled Services and Non-scheduled Services.

Scheduled services provide regular point-to-point service on scheduled advertised routes and Non-scheduled Services include:—

- (1) Specific Point Services from a designated base to specific points on the basis of unit rates that may be undertaken as the traffic warrants and that are not on a time schedule;
- (2) Chartered Services operated on the basis of the private chartering of an entire aircraft for a specific trip;
- (3) Contract Air Services which operate on one or more specific contracts. These do not operate on a time schedule nor need the contractor take the entire space of the aircraft;
- (4) Specialty Air Services concerned with large-scale forestry and utility surveys according to some specific agreement.

Trans-Canada Air Lines.—TCA, which began operations in 1938 on a 122-mile route between Vancouver, B.C., and Seattle, Wash., had, by December 1953, grown to a route pattern of 9,916 miles in North America and 9,078 miles overseas.

Though there were no major changes in the route structure in 1953, there were increases in the frequency of flights between many of the cities served by the airline and 11 p.c. more aircraft miles were flown than in 1952. Passenger transportation rose in volume by 16 p.c. over the previous year, air express and air freight by 12 p.c. and airmail by 11 p.c. A sixth daily service was added to the transcontinental route, which involved the extension of *North Star* operations to Regina, Sask., and Lethbridge, Alta., a line previously served by DC-3's. Later, the Lethbridge service was suspended indefinitely because of runway deterioration at that point. On June 14, 1953, a summer service was inaugurated between Toronto and Muskoka as part of TCA's northern Ontario route. It was designed to serve the tourist needs of that resort area and proved highly popular on a seasonal basis. Late in the year, *North Star* service was extended to Cleveland, Ohio.

During the summer months, transatlantic services were increased to eight flights weekly from Montreal: Prestwick, Scotland, was served by four flights; Paris, France, by two; and Shannon, Ireland, and Dusseldorf, Germany, by one