

TRANS - CANADA
Air Lines

ANNUAL
REPORT
1945



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McGILL UNIVERSITY

ANNUAL REPORT

of the

TRANS - CANADA
Air Lines

for the year ended December 31
1945



HONOUR ROLL

*These members of Trans-Canada Air Lines gave their
lives in the Second World War:*

ROBERT G. CALDER
H. D. CHRISTIE
DONALD J. COLLINS
W. G. A. COULSON
S. J. EMERY
STANLEY J. FULTON
B. A. HANBURY
PETER R. HUMPHRYS
F. J. HUNTER
A. E. LIGHTHEART
JACK M. LONIE
W. A. McCARTHY
A. D. MOFFAT
J. C. SCORER
J. C. SCOTTEN
CHARLES E. TINDALL
W. L. WASHBROOK
GEORGE J. WILCOX
BRIAN E. WILMOT

*During the war, three hundred and twenty-five T.C.A.
employees enlisted in Canada's Armed Forces. At
December thirty-first, nineteen forty-five, one thousand
one hundred and sixty-one members of the Air Line's
staff had seen military service.*

BOARD OF DIRECTORS

Elected by Shareholders:

H. J. SYMINGTON, C.M.G., K.C.,	Director, Canadian National Railways	Montreal
WILFRID GAGNON, C.B.E.	Director, Canadian National Railways	Montreal
J. A. NORTHEY	Director, Canadian National Railways	Toronto
R. C. VAUGHAN	President, Canadian National Railways	Montreal

Appointed by Governor in Council:

C. P. EDWARDS, O.B.E.	Deputy Minister of Transport	Ottawa
J. A. WILSON		Ottawa
GEORGE HERRING	Chief Superintendent of Air and Land Mail Services, Post Office Department	Ottawa

OFFICERS

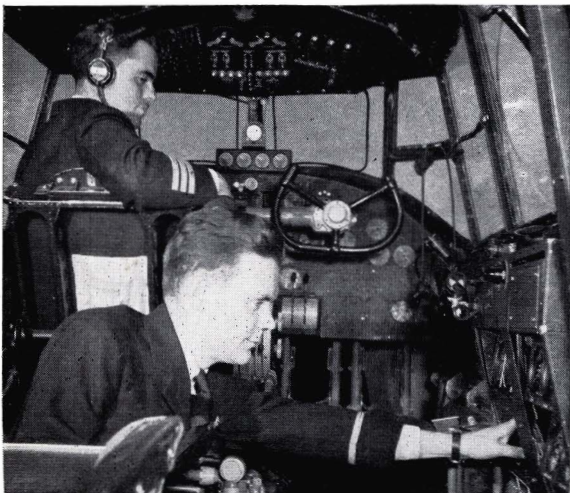
President	H. J. SYMINGTON, C.M.G., K.C.,	Montreal
Vice-President	W. F. ENGLISH,	Winnipeg
Operations Manager	J. H. TUDHOPE,	Winnipeg
General Traffic Manager	G. R. MCGREGOR,	Winnipeg
Operations Superintendent—Central Division	F. M. MCGREGOR,	Toronto
Operations Superintendent—Western Division	E. W. STULL,	Lethbridge
Operations Superintendent—Atlantic Division	F. I. YOUNG,	Moncton
Operations Superintendent—Canadian Government Trans-Atlantic Air Service	M. B. BARCLAY,	Montreal
Superintendent of Maintenance and Engineering	J. T. BAIN,	Winnipeg
Superintendent of Maintenance and Overhaul	A. M. SUTHERLAND,	Winnipeg
Superintendent of Engineering	J. T. DYMENT,	Winnipeg
Director of Flight Development	B. A. RAWSON,	Winnipeg
Superintendent of Flight Operations	H. W. SEAGRIM,	Winnipeg
Superintendent of Passenger Service	D. R. MACLAREN,	Winnipeg
Superintendent of Communications and Electronic Development	S. S. STEVENS,	Winnipeg
Superintendent of Training	J. H. SANDGATHE,	Winnipeg
Superintendent of Cargo Service	E. T. HOWE,	Winnipeg
Secretary	W. H. HOBBS,	Montreal
Comptroller	T. H. COOPER,	Montreal
Auditor	P. W. BALDWIN,	Winnipeg
Treasurer	C. D. COWIE,	Montreal
Director of Public Relations	W. S. THOMPSON,	Montreal
Chief Architect	J. SCHOFIELD,	Montreal
General Manager, Express Services	G. E. BELLEROSE,	Montreal
Chief Medical Officer	DR. K. E. DOWD,	Montreal



Above is shown one of the six Canadian-built Lancasters in the Canadian Government Trans-Atlantic Air Service operated by Trans-Canada Air Lines. The photograph was taken at Montreal Airport before departure for Britain.



The interior of the aircraft is shown above. The planes are manned by a crew of five—Captain, First Officer, Navigator, Radio Officer and Purser- steward.



TRANS-CANADA AIR LINES

Montreal, March 15, 1946.

To the Honourable the Minister of Reconstruction and Supply, Ottawa.

Sir,

The Board of Directors submit the Annual Report of Trans-Canada Air Lines for the calendar year 1945.

As a wartime air transport operator, T.C.A. served the nation until the day of final victory. The rapid transport of domestic passengers, mail and express contributed to the co-ordinated effort of Government, essential industry and the military forces.

Trans-Canada Air Lines has emerged from the war with its energies undiminished and with a full realization of its peacetime responsibilities as an organization of public service both at home and in the field of international air transport.

The Air Line's transition from war to peace has been accomplished without difficulty. Loads have remained heavy, although the more tranquil times have brought some reduction in volume of mail.

In 1945, the number of passengers carried increased by 17% and air express volume by 11%, while air mail volume declined by 8% as compared with last year. Passenger miles increased by 26% over 1944; air mail pound miles decreased 11%, and express pound miles decreased by 4%. Passenger traffic was limited only by the capacity of the Air Line's fleet.

At December 31, daily scheduled miles totalled 32,354, an increase of 6,090 miles per day or 23% as compared with December 31, 1944. During the year, 11,546,227 miles were flown, as compared with 10,034,805 miles in 1944, an increase of 1,511,422.

On February 1, T.C.A. completed a third daily transcontinental flight by extending an existing Montreal-Winnipeg operation through to Vancouver. On December 1, a beginning was made on a fourth such schedule with the inauguration of another flight between Vancouver and Lethbridge. Traffic has been more than sufficient to support these additional services.

Schedules were doubled on the Alberta inter-city route between Lethbridge, Calgary and Edmonton. Third and fourth flights were added coincidentally with the February and December increases in transcontinental service.

On August 1, the Air Line began a fourth daily flight between Montreal and Halifax and a second daily flight between Halifax and Sydney.

The Company also increased its operational flexibility by flying an alternative Toronto-Winnipeg route through the United States when weather so required. This was the first implementation of the two Air Freedoms of innocent passage and non-traffic stops.

While operational expansion was on a modest scale during 1945, there was much preparation for the greater progress that is impending. Planning reached a new intensity as additional aircraft and manpower became available towards the end of the year. Training of new personnel was undertaken by all sections of the organization. Careful study was given to matters of such basic concern to Canada's aeronautical well-being as air line communications, navigational installations and hangar accommodation. Where action lay beyond the jurisdiction of the Air Line, recommendations were made to the appropriate authorities.

RESULT OF OPERATIONS

	1945	1944
Operating Revenues.....	\$10,512,587	\$ 9,192,522
Operating Expenses.....	\$10,250,271	\$ 8,948,388
	\$ 262,316	\$ 244,134
Income Charges and Interest on Capital Invested.....	\$ 229,544	\$ 236,725
	\$ 32,772	\$ 7,409
Surplus.....		

Operating revenues totalled \$10,512,587, an increase of \$1,320,065 or 14% over the previous year. Passenger revenues increased \$1,006,172 or 23%; mail revenues increased \$448,544 or 12%; express revenues decreased \$18,850 or 6%; incidental revenues decreased \$119,311 or 21%. This latter account reflects the net revenue to the Company (after deducting the related expense) of sales and services and other incidental revenues. Passenger revenue contributed 52% of total revenue. Mail revenue contributed 40% of total revenue. The rate of compensation received by the Company from the Post Office for the carriage of air mail was 41.98 cents per plane mile flown, as compared with 42.03 cents in 1944; 42.90 cents in 1943; 45.57 cents in 1942; 48.16 cents in 1941 and 60 cents in 1940.

Operating expenses totalled \$10,250,271, an increase of \$1,301,883 or 15% over the preceding year. Major expenditures involved the Company's extensive development and personnel training activities, the cost of increased traffic and services, rising material and labour costs and a heavy program of aircraft overhaul. Included in 1945 operating expenses, for example, are costs of \$489,208, largely for the training of an increased number of flight personnel, made necessary by development of the Company's services.

After the payment of interest on the Company's capital, and other income charges, amounting to \$229,544, the surplus for 1945 was \$32,772.

PROPERTY AND EQUIPMENT

The Company's plant and equipment have been well maintained and are in good condition. T.C.A.'s fleet underwent a programme of major overhaul to assure its continued high efficiency of performance. A reorganization of maintenance and overhaul practices was begun in anticipation of delivery of other aircraft types.

Flight equipment in service as of December 31, 1945, consisted of:

- 11 Lockheed 14-08 aircraft, equipped with two Pratt and Whitney Twin-row Wasp engines, each of 1200 horse-power.
- 14 Lockheed Lodestar aircraft, equipped with two Pratt and Whitney Twin-row Wasp engines, each of 1200 horse-power.
- 3 Douglas DC-3 aircraft, equipped with two Wright Cyclone engines, each of 1200 horse-power.

Proposed service extensions in Canada and the United States require an enlarged twin-engine fleet. Accordingly, the Company in 1945 negotiated for the acquisition of twenty-four military transport versions of the DC-3 aircraft and contracted for their conversion in Canada to commercial transport form. Three of these had been placed in service by the end of the year and the remainder will follow in 1946. Each of these aircraft has capacity for twenty-one passengers.

Construction of a T.C.A. forty-passenger aircraft proceeded in the factory of Canadair Ltd. at Montreal under close Company supervision. This is a major programme of Canadian manufacture, intended to provide T.C.A. with the best in flight equipment. The airframe design, based on the Douglas DC-6, incorporates important modifications made by T.C.A. engineers to meet Canadian conditions. Power will be provided by four liquid-cooled Rolls-Royce engines of British manufacture. Initial deliveries of this high-speed aircraft are anticipated in late 1946. It will fly on international and transcontinental services.

The Company, in 1945, procured more hangar accommodation at Winnipeg, its operations headquarters.

Moncton was established as a major aircraft maintenance base.

Additional space was obtained in the ramp building at La Guardia Airport, New York.

An experimental radar station was established at Winnipeg for the study of radar application to civil air operations. This was the first such project undertaken by a commercial air line.

ROUTES AND SERVICES

At December 31, 1945, Trans-Canada Air Lines was providing service—passenger, air mail and express—over domestic routes totalling 5,299 miles between the Atlantic and Pacific seaboard. This mileage was unchanged from 1944. The routes operated are as follows:

	Miles
Halifax—Victoria (via Moncton and Toronto)	3,303
Halifax—Sydney	201
Halifax—Blissville	172
Moncton—St. John's, Newfoundland	751
New York—Toronto	365
Toronto—Windsor	206
Lethbridge—Edmonton	301
	5,299

Passenger Service

Revenue passengers carried by Trans-Canada Air Lines numbered 183,121 in 1945, as compared with 156,884 in 1944, an increase of 26,237 or 17%. The average passenger journey was 579 miles, as compared with 538 miles in 1944. Passenger revenue per revenue passenger was \$29.83 and per revenue passenger mile 5.15 cents, as compared with \$28.41 and 5.28 cents respectively in 1944.

Air Mail Service

During the year, 3,429,232 pounds of mail were carried, as compared with 3,739,105 pounds in 1944. Mail revenue per plane mile on domestic services was 41.98 cents, as compared with 42.03 cents in 1944.

Air Express Service

Air express traffic continued its steady growth during 1945 and, as industrial reconversion proceeds, this trend is expected to continue. Pounds of air express increased from 856,016 in 1944 to 950,323 in 1945, but the average haul was shorter.

Airway Facilities

Although labour and materials remained in short supply during 1945, the Department of Transport continued its improvement of the runways, field facilities, airport lighting and navigational aids necessary for the growth of civil aviation in Canada.

PERSONNEL

Trans-Canada Air Lines' staff at December 31, 1945, numbered 3,272, as compared with 2,790 at the end of 1944. In engaging new personnel, it is the policy of the Company to employ only those who have seen military service. At the end of the year the number of employees who had served with the Armed Forces was 1,161.

Instruction of former R.C.A.F. pilots in the techniques of civil air transport was accelerated during the year. Eight classes were completed, comprising seventy-six men. The quality of these pilots is high and their acquisition, together with the supply of new aircraft, is rapidly making service extensions possible.

Training was similarly given to new radio operator, passenger agent and traffic personnel. The return of former male staff was reflected in a further decline in the proportion of female employees. At December 31, women comprised 23% of all T.C.A. personnel, as compared with 29% in 1944 and 35% in 1943.

SPECIAL ACTIVITIES

Canadian Government Trans-Atlantic Air Service

Throughout the year, Trans-Canada Air Lines continued operation of the Canadian Government Trans-Atlantic Air Service. Organized in 1943 for the swift transport of mail to and from Canada's Armed Forces Overseas and of priority passengers and freight, the Service performed these functions until war's end and then into the peace. Its nature remained an official one, with limited passenger capacity being largely reserved for those persons travelling on missions of national importance. Approximately 900,000 pounds of mail were transported during the year. Ownership of the Trans-Atlantic fleet still rested with the Canadian Government.

However, by the close of 1945, evolution towards a full commercial operation was well advanced, with the Service losing some of its specialized identity. Passenger tickets were being sold in conformity with prevailing rates. A ticket office had been opened in London, England. T.C.A. purser-stewards were catering to passenger comfort over the Atlantic. A trans-Atlantic air express service had been inaugurated. The functions of piloting, aircraft maintenance, communications, flight control and navigation had been facilitated by the assignment of increased numbers of experienced T.C.A. personnel. Very high frequency ground radio installations for trans-Atlantic purposes had been completed in Eastern Canada and in Newfoundland. Loran, a modern navigational device, was employed for the first time by a non-military air service. Four more Lancaster aircraft were added to the trans-Atlantic fleet, bringing the complement to six. Of Canadian manufacture, they were built to Company's specifications and will shortly be utilized in schedule increases. Each of these aircraft has comfortable accommodation for ten passengers. This is sufficient for the maintenance of an interim trans-Atlantic passenger service, pending delivery, late in 1946, of the first Canadian-built DC-6's. At that time, the Service is expected to assume full commercial form.

The route flown is one of approximately 3,000 miles between Montreal and Prestwick, Scotland. Trans-Canada Air Lines personnel had, at December 31, 1945, completed over five hundred trans-Atlantic crossings.

Work for British Overseas Airways

At Montreal, the Company's maintenance, servicing and conversion of the Liberator aircraft used by British Overseas Airways Corporation on the North Atlantic Return Ferry Service continued unabated. There were 780 employees engaged in this work at the year's end, as compared with 523 at December 31, 1944. The experience gained by this large staff will be of value in the future development of trans-oceanic operations.

Overhaul of Military Equipment

The contract with the Department of Munitions and Supply for the overhaul of military equipment at Winnipeg was completed early in 1945. For three years a large volume of R.C.A.F. engines, propellers, instruments and accessories passed through T.C.A.'s shops.

International Negotiations

T.C.A. personnel participated in the various international councils that, in 1945, sought to chart a constructive future for world aviation. As members of the various committees of the Provisional International Civil Aviation Organization and of the International Air Transport Association, they acquired a knowledge of the wider significance of air transport that will be of value in the healthy growth of T.C.A. No other air line in the world made a greater contribution to these international discussions. An indication of the high repute in which Canadian aviation is held throughout the world was seen in the choice of Canada as the temporary headquarters of both P.I.C.A.O. and I.A.T.A.

PROPOSED SERVICES

The Company is entering on a year of rapid expansion. The route mileage will probably be increased by at least 67% in this one year and the establishment of the many new routes and frequencies will entail large expenditures for equipment and training of personnel. It may be that until patronage of these new services is built up over the next few years the Company will experience a difficult financial period.

Plans for new domestic services include: establishment in the spring of 1946 of a fourth daily transcontinental schedule; an operation between Winnipeg and Edmonton via Saskatoon as soon as airport facilities are adequate at the latter city; a shortened transcontinental service across the Great Lakes when airport and airway facilities are available; operations along the lower St. Lawrence, and direct flight between Edmonton and Vancouver. Other projected services are between Halifax and Boston and Port Arthur and Duluth.

It is anticipated that service over the Toronto-Chicago, Toronto-Cleveland and Victoria-Seattle routes will commence in 1946. The established Trans-Atlantic Service will assume full commercial identity and, with delivery of DC-6 aircraft, undertake large-scale operations. Scheduled service to the West Indies, South America and via the Pacific will follow in due course.

LEGISLATION

The Directors call attention to the fact that the legislation passed at the fall session of Parliament is a basic change in the structure of Trans-Canada Air Lines. Under the previous legislation, the postal rate varied with the operating results of the Company, with a consequent large measure of control in the Post Office Department over the frequencies and times of operation. This method, while desirable during the early years of the Company, had become unsuited to the times if much-demanded expansions were to be made. Accordingly, a firm contract is to be made with the Post Office Department for carrying mail on a pound mile basis instead of on a mileage basis, removing on one hand the necessity of Post Office control of operations and on the other hand, removing the protection against deficits through increased mail rates. Only in this way could the Company properly direct its operations and expand in order to obtain the fullest measure of non-mail revenue and give a maximum of service to the users of the line.

THE STAFF

The Directors wish to record their appreciation of the loyal and efficient services of the officers and employees of the Company who, through their efforts, have earned for Trans-Canada Air Lines so creditable a reputation in the air transport industry. Their skill and enterprise, which enabled the Air Line to render high public service in time of war, are indicative of what may be expected in the future.

In the war now happily closed many of the Company's employees enlisted with the Armed Forces. They served with valour, bringing honour to themselves and their country, and the Directors record the Company's pride in their achievements and sacrifices. To the families of those who will not return they extend their deepest sympathy.

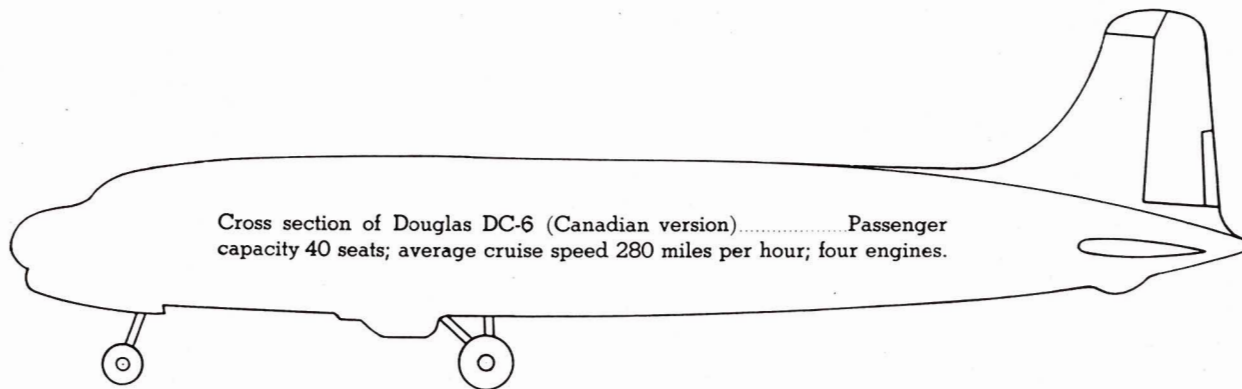
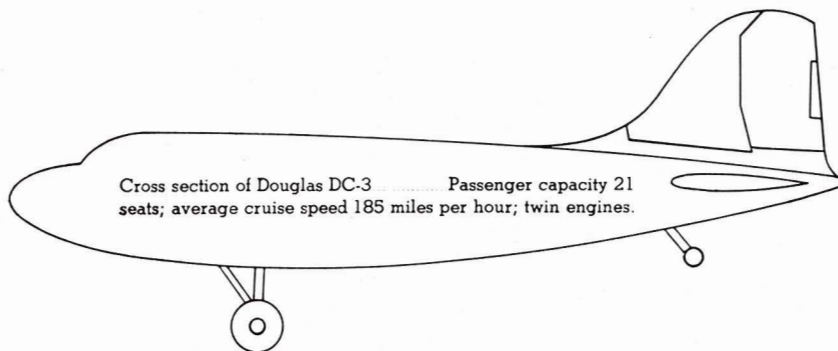
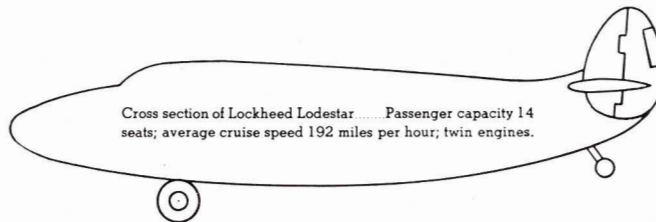
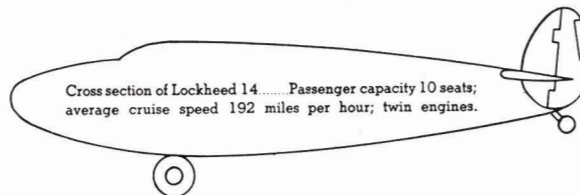
For the Directors,



President.

T.C.A.'s AIRCRAFT

Year	Aircraft in TCA Fleet	Passenger Seating Capacity
1937	5 Lockheed Electras	50
1938	5 Lockheed Electras 9 Lockheed 14's	140
1939	15 Lockheed 14's	150
1940	15 Lockheed 14's	150
1941	6 Lockheed Lodestars 12 Lockheed 14's	204
1942	12 Lockheed Lodestars 12 Lockheed 14's	288
1943	11 Lockheed Lodestars 12 Lockheed 14's	274
1944	14 Lockheed Lodestars 12 Lockheed 14's	316
1945	3 Douglas DC-3's 14 Lockheed Lodestars 11 Lockheed 14's	369
1946	12 Douglas DC-6's 21 Douglas DC-3's 14 Lockheed Lodestars	1,117 (estimated)



BALANCE SHEET AT

ASSETS		
CURRENT ASSETS:		
Cash	\$ 760,398.59	
Temporary Cash Investments	749,062.50	
Working Fund Advances	24,095.89	
Special Deposits	806.25	
Accounts Receivable	1,903,757.89	
Traffic Balances Receivable	199,587.25	
Balances Receivable from Agents	42,233.93	
Material and Supplies	1,234,398.68	
Interest Receivable	11,250.00	
Other Current Assets	60,126.90	\$4,985,717.88
DEFERRED CHARGES:		
Prepaid Charges	\$ 3,486.43	
Prepaid Group Life Insurance	11,713.03	
Research and Development Expense	124,640.11	
Other Deferred Charges	11,800.59	151,640.16
INSURANCE FUND		1,109,577.75
INVESTMENTS IN AFFILIATED COMPANIES		3,262.00
CAPITAL ASSETS:		
Property and Equipment	\$7,362,640.48	
Less Accrued Depreciation	3,848,266.10	3,514,374.38
		<u>\$9,764,572.17</u>

CERTIFICATE

We have examined the books and records of the Trans-Canada Air Lines for we certify that, in our opinion, the above Balance Sheet is properly drawn up so 31st. December, 1945, and that the relative Income Account for the year ended

15th. March, 1946.

31st. DECEMBER, 1945.

LIABILITIES

CURRENT LIABILITIES:

Accounts Payable	\$1,405,110.95	
Traffic Balances Payable	14,479.36	
Air Travel Plan Deposits	525,725.00	
Salaries and Wages	211,683.10	
Other Current Liabilities	178,310.39	\$2,335,308.80

RESERVES:

Insurance	\$1,109,577.75	
Inventory	195,000.00	1,304,577.75

CAPITAL STOCK:

Common Stock Authorized—Par Value \$25,000,000		
Common Stock Subscribed—Par Value	\$5,000,000.00	
Less Uncalled Subscriptions to Common Stock	400,000.00	4,600,000.00

SURPLUS:

Balance at 1st. January, 1945	\$1,491,913.13	
Surplus for Year 1945	32,772.49	1,524,685.62
		<u>\$9,764,572.17</u>

T. H. COOPER,
Comptroller.

OF AUDITORS

the year ended the 31st. December, 1945, and subject to our report to Parliament, as to exhibit a true and correct view of the affairs of the Air Lines as at the the 31st. December, 1945, is correctly stated.

GEORGE A. TOUCHE & CO.,
Chartered Accountants.

INCOME ACCOUNT

	1945	1944
GROSS REVENUE:		
Passenger	\$ 5,462,939.77	\$ 4,456,767.45
Mail	4,250,939.06	3,802,395.26
Express	307,386.62	326,236.18
Excess Baggage	53,790.04	50,279.72
Incidental Services—Net	437,532.49	556,843.52
Total	\$10,512,587.98	\$ 9,192,522.13
OPERATING EXPENSES:		
Aircraft Operation, Maintenance and Depreciation	\$ 6,032,353.64	\$ 5,213,447.62
Ground Operation, Maintenance and Depreciation	3,218,016.52	2,872,546.79
Traffic and General Administration	954,605.00	813,541.24
Tax Accruals	45,296.42	48,852.76
Total	\$10,250,271.58	\$ 8,948,388.41
Interest Income	<i>Credit</i> 29,620.64	19,160.96
Income Charges	29,164.55	25,885.39
Interest on Capital Invested	230,000.00	230,000.00
Total	\$10,479,815.49	\$ 9,185,112.84
SURPLUS	\$ 32,772.49	\$ 7,409.29

STATISTICAL DATA

	1945	1944
Route Mileage Operated	5,299	5,299
Plane Miles Flown—Revenue	10,506,075	9,110,474
Plane Miles Flown with Revenue Mail	10,127,243	9,046,866
Plane Miles Flown—Non-Revenue	1,040,152	924,331
Revenue Passengers Carried	183,121	156,884
Percentage of Passenger Occupancy	84	84
Average Passenger Journey—Miles	579	538
Air Mail Carried—Pounds	3,429,232	3,739,105
Express Carried—Pounds	950,323	856,016
Excess Baggage Carried—Pounds	311,612	261,731

AIRCRAFT OPERATION, MAINTENANCE AND DEPRECIATION

	1945	1944
601 Flying Personnel.....	\$1,047,762.32	\$ 842,053.25
602 Flying Personnel Supplies & Expenses.....	182,108.34	118,001.67
603 Aircraft Engine Fuels.....	1,303,157.34	1,147,161.09
604 Aircraft Engine Oils.....	47,905.10	39,515.42
605 Passenger Supplies and Expenses.....	26,710.76	22,754.04
605 Passenger Meals (Aircraft).....	203,860.40	212,871.18
605 Passenger Interrupted Flight Expenses.....	53,710.78	42,668.79
607 Clearance Fees.....	15,995.16	18,567.35
608 Servicing—Labour and Supplies.....	607,649.61	561,972.60
611 Aircraft Repairs.....	702,484.51	642,842.33
612 Aircraft Propeller Repairs.....	30,866.34	44,185.64
613 Aircraft Instrument Repairs.....	62,685.19	2,097.10
614 Aircraft Engine Repairs.....	597,935.15	570,084.24
615 Aircraft Communication Equipment Repairs.....	42,519.55	49,932.73
616 Miscellaneous Flying Equipment Repairs.....	36,870.28	28,680.26
617 Flying Equipment Insurance.....	141,763.00	177,981.25
618 Liability and Compensation Insurance.....	132,385.73	105,879.83
620 Other Flying Expense.....	10,323.74	4,574.39
625 Aircraft—Depreciation.....	449,270.95	304,230.21
625 Propeller—Depreciation.....	36,931.70	29,016.17
626 Aircraft Engines—Depreciation.....	276,295.22	223,520.59
627 Aircraft Communication Equipment—Depreciation.....	22,782.28	23,715.46
628 Miscellaneous Flying Equipment—Depreciation.....	380.19	1,142.03
	<u>\$6,032,353.64</u>	<u>\$5,213,447.62</u>

GROUND OPERATION, MAINTENANCE AND DEPRECIATION

631 Superintendence.....	\$ 368,702.81	\$ 315,021.66
632 Airport and Hangar Employees.....	972,165.65	812,191.97
633 Communication Operators.....	293,427.61	241,530.13
636 Travelling and Office Expenses.....	440,613.78	385,596.77
637 Light, Heat, Power and Water.....	95,811.04	79,718.62
638 Rent of Fields, Buildings and Offices.....	133,506.87	106,383.91
639 Rent and Expense of Motor Vehicles.....	27,861.74	24,419.43
641 Communication Equipment Repairs.....	55,396.36	59,270.29
643 Hangar Equipment Repairs, Supplies and Expenses.....	32,976.37	23,977.28
644 Shop Equipment Repairs.....	37,012.35	39,325.80
645 Motor Vehicles Repairs.....	32,466.48	29,345.89
647 Furniture, Fixtures and Office Equipment Repairs.....	16,897.42	22,771.86
648 Miscellaneous Ground Equipment Repairs.....	12,055.08	10,093.69
649 Buildings and Other Improvements Repairs.....	64,159.37	76,748.47
650 Shop Expenses—Indirect Labour and Material.....	181,408.89	189,792.83
651 Stores Expense.....	114,580.13	103,181.33
652 Stores Expense—Inventory Adjustments.....	29,776.71	7,138.65
653 Buildings, Material and Ground Equipment Insurance.....	12,403.08	10,826.54
654 Ground Liability and Compensation Insurance.....	28,142.10	27,303.01
656 Other Ground Expenses.....	93,611.79	90,576.67
656 Express Expenses.....	115,598.90	121,080.37
660 Depreciation on Ground Facilities.....	118,995.41	110,528.92
	<u>\$3,218,016.52</u>	<u>\$2,872,546.79</u>









TRAFFIC AND GENERAL ADMINISTRATION

	1945	1944
681 Salaries and Wages—Traffic	\$ 304,202.53	\$ 234,306.67
682 Travelling and Office Expenses—Traffic	78,738.03	67,922.66
683 Rent of Traffic Offices	37,922.00	29,413.25
684 Agency Commissions	27,376.64	27,632.28
685 Advertising	64,197.83	64,285.69
687 Other Traffic Expenses	7,232.64	10,286.05
691 Salaries and Wages—General	197,142.40	155,851.34
692 Travelling and Office Expenses—General	39,146.04	27,249.66
693 Office Rentals—General	—	625.50
694 Administration Charges from Affiliated Companies	50,000.00	45,000.00
695 Pensions	125,781.92	133,220.14
696 Insurance	1,865.20	1,876.35
698 Other General Administration Expenses	20,999.77	15,871.65
	\$ 954,605.00	\$ 813,541.24

GENERAL TAXES

699 General Taxes	\$ 45,296.42	\$ 48,852.76
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TCA FLIGHTS SCHEDULED DAILY

	At December 31	Number of Flights
	1939	16
	1940	18
	1941	22
	1942	26
	1943	29
	1944	29
	1945	37
	1946	60 (estimated)

Each aircraft = 10 scheduled flights.



To Hawaii and Australasia

To Europe



Serves all the Provinces of Canada and many Sections of the United States

