



*Canadian-built Lancaster in  
Government Trans-Atlantic Service,  
operated by T.C.A.*

# ANNUAL REPORT

1943

TRANS-CANADA AIR LINES

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ANNUAL  
REPORT

*of the*

TRANS-CANADA AIR LINES



*for the year ended December 31, 1943*

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## 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.....Director of Air Services, Department of Transport.....	Ottawa
GEO. 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.....	O. T. LARSON, Winnipeg
Assistant Vice-President.....	W. F. ENGLISH, Winnipeg
Operations Manager.....	J. H. TUDHOPE, 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 Flight Operations.....	B. A. RAWSON, Winnipeg
Superintendent of Maintenance and Engineering.....	J. T. BAIN, Winnipeg
Superintendent of Passenger Service.....	D. R. MACLAREN, Winnipeg
Superintendent of Communications and Electronic Development.....	S. S. STEVENS, Winnipeg
Superintendent of Cargo Service.....	E. T. HOWE, Winnipeg
Traffic Manager.....	W. J. DALBY, Winnipeg
Secretary.....	W. H. HOBBS, Montreal
Comptroller.....	T. H. COOPER, Montreal
Auditor.....	P. W. BALDWIN, Winnipeg
Treasurer.....	C. D. COWIE, Montreal
Chief Counsel.....	E. E. FAIRWEATHER, K.C., 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

\*On War Service Overseas.



# TRANS - CANADA AIR LINES

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Montreal, March 10, 1944.

To the Shareholders:

The Board of Directors submit herewith the Annual Report of Trans-Canada Air Lines for the calendar year 1943.

The Act of Parliament creating Trans-Canada Air Lines as the national air service was passed in 1937, and in its six years of operation the air line has proved itself to be a dependable and valuable public servant. Handicapped as it has been, and still is, by the demands of war on personnel and equipment, it has endeavoured to maintain the highest standards of an essential industry and to lay a sound foundation for future aviation in Canada.

In 1943 its main tasks were the improvement and intensification of its Canadian and Newfoundland services, the carrying out of a heavy programme of military aircraft overhaul, and the development for the Canadian Government of a trans-Atlantic air service.

In June the transcontinental route was extended 46 miles to the Vancouver Island terminal at Patricia Bay, giving direct service to Victoria and other Island communities, including the many military establishments in the area.

The Company plans to provide extended services in the Maritime Provinces, including a new service via Saint John, N.B., to Halifax and Sydney, as soon as the necessary ground and communications facilities are made available. Also awaiting the installation of ground and other facilities is a through service from Winnipeg to Edmonton via Saskatoon, providing not only a shorter route between those cities but also to the Yukon and Alaska. These extensions to existing main line routes were authorized by Orders in Council P.C. 6256 and P.C. 6255 of August 6, 1943.

In July the Government's wartime trans-Atlantic service was inaugurated, with flight crews and maintenance personnel supplied by T.C.A. In this service converted Lancaster aircraft owned by the Government carry heavy loads of mail to and from the forces overseas, and other cargo of importance to the war effort as well as passengers on urgent war business.

Trans-Canada Air Lines, as the sole Canadian agency designated by the Government to operate international air services, awaits with interest the results of conferences between governments on matters affecting world air policy and the completion of international agreements with regard to these services. Trans-Canada on its part is carrying on intensive research into such matters as routes and potential traffic, and is studying developments in aircraft and other equipment, communications and aids to navigation. In co-operation with the Department of Trade and Commerce and other departments of the Dominion Government it has been studying fields in which Canada would expect to participate and has already surveyed routes to the West Indies and South America.

In 1943 the number of passengers carried increased by 34%, air express volume by 126%, and air mail volume by 61%, as compared with the preceding year. Payment to the Company for the carriage of mail is based on plane miles flown and not on the poundage carried, and an increase of 61% in the volume of air mail in 1943 brought to the Company an increase of only 9% in mail revenue. It did, however, result in a substantial growth in the revenue of the Post Office Department. Trans-Canada Air Lines, it is estimated, carried approximately 200,000,000 letters in 1943 apart from the trans-Atlantic mail service.

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## RESULT OF OPERATIONS

	1943	1942
Operating Revenues.....	\$9,379,501	\$7,337,318
Operating Expenses.....	8,974,902	6,628,399
	\$ 404,599	\$ 708,919
Income Charges and Interest on Capital invested.....	256,710	214,004
Surplus.....	\$ 147,889	\$ 494,915

Operating revenues totalled \$9,379,501, an increase of \$2,042,183 or 28% over 1942. Passenger revenues increased \$1,148,146 or 37%; mail revenues increased \$303,885 or 9%; express revenue increased \$157,064 or 91%; excess baggage revenue increased \$30,618 or 104%; revenue from sales and service, and incidental revenues, increased \$402,468 or 47%. Mail revenue contributed 37% of the total revenue as compared with 44% in 1942, 53% in 1941, and 62% in 1940. The rate of compensation received by the Company under its contract for the carriage of air mail was lower in 1943 than in any previous year, being 42.90 cents per plane mile flown in approved mail services, as compared with 45.57 cents per plane mile in 1942, 48.16 cents in 1941 and 60 cents in 1940.

Operating expenses totalled \$8,974,902, an increase of \$2,346,503 or 35% over the preceding year, reflecting the cost of handling an over-all increase in the volume of traffic, extension of routes and services, and full-year operation to Newfoundland as compared with an eight-month service in 1942. There is included in 1943 operating expenses a charge of \$218,000 to provide a reserve for anticipated post-war inventory adjustments.

After the payment of interest on the Company's capital and other income charges the surplus for 1943 was \$147,889.

## ROUTES AND SERVICES

At December 31, 1943, Trans-Canada Air Lines (exclusive of the trans-Atlantic operation) was providing service—air mail, passenger and express—over routes totalling 4,903 miles between the Atlantic and the Pacific seaboard. This was an increase in route mileage of 46 miles as compared with December 31, 1942. The routes now operated are as follows:

	Miles
Halifax-Victoria (via Toronto).....	3,301
Toronto-Windsor.....	206
Lethbridge-Edmonton.....	301
Toronto-New York.....	365
Moncton-St. John's, Nfld.....	730
	4,903

As at December 31, 1943, daily scheduled miles flown by T.C.A. aircraft were 25,872, an increase of 3,202 miles per day, as compared with December 31, 1942. During the year, 8,963,786 miles were flown, an increase of 1,274,884, as compared with the previous year.

Due to the decision of the Board of Transport Commissioners for Canada forbidding the Company to carry local passenger and express traffic between Vancouver and Victoria, the aircraft, on twice daily round-flights, have been operating between those cities far below capacity, with resultant financial disadvantage. The operation has, however,



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brought about a marked improvement in the air mail service of the Dominion, and provided accelerated movement for through passengers and express between mainland points (east of Vancouver) and Vancouver Island.

To relieve the heavy traffic between the East and the West, a third daily round-flight between Toronto and Winnipeg went into effect on September 15, and schedules were adjusted to provide through service to Montreal. At the same time, service between Toronto and New York was increased from two to three round-flights daily to take care of greatly increased traffic.

#### **Atlantic Service**

The Canadian Government trans-Atlantic service, designed to facilitate mail deliveries to and from Canadian forces overseas, to move important cargo, and to carry official passengers designated by the Department of Transport and the office of the Canadian High Commissioner in the United Kingdom, began on July 22 with the first flight from Montreal to Great Britain. Service was provided by Trans-Canada Air Lines with a single Lancaster aircraft modified for transport duty. Additional Lancasters, Canadian-built, are being added to the service as quickly as possible. The conversion in our shops of bomber-type aircraft to the work of carrying heavy transport loads calls for the highest qualities of technical skill and initiative on the part of our personnel. The Company maintains an organization at the United Kingdom terminal in connection with the trans-Atlantic service. The direct route flown is approximately 3,000 miles. Intermediate stops are sometimes made. A new non-stop west-east Atlantic record between Montreal and Great Britain was established when a flight was made in 11 hours and 14 minutes. Loads grow increasingly heavy, with mail weights at times exceeding 7,000 pounds per aircraft.

#### **Passenger Service**

Revenue passengers carried by Trans-Canada Air Lines, apart from the Atlantic service, in 1943 totalled 140,276, as compared with 104,446 in 1942, an increase of 35,830 or 34%. The average passenger journey was 560 miles as compared with 551 miles in 1942. Revenue per passenger averaged \$30.04.

#### **Air Mail Service**

The increase in the volume of air mail carried by Trans-Canada which has marked each previous year's operations continued throughout 1943.

During the year, 3,726,607 pounds of mail were carried, as compared with 2,308,812 pounds in 1942, an increase of 61%. The average mail load per mile increased from 321 pounds in 1942 to 396 pounds in 1943. Mail revenue per pound mile decreased from 1.4 mills in 1942 to 1.08 mills in 1943. In the month of December, 1943, compensation received by the Company was at the rate of .94 mills per pound mile.

#### **Air Express Service**

The growing use of air transportation for the rapid movement of materials essential to the military forces and to war industry, was reflected in the 126% increase in the volume of air express handled: 821,606 pounds in 1943 as compared with 362,837 pounds in 1942.

#### **Airway Facilities**

Although severely hampered by scarcity of materials and labour, the Department of Transport continued its programme of improvements to runways, field facilities, airport lighting and navigational aids.

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### PROPERTY AND EQUIPMENT

The Company's plant and equipment have been well maintained and are in good condition.

The flight equipment of the Company as of December 31, 1943, consisted of:

12 Lockheed 14-08 aircraft, equipped with two Pratt and Whitney Twin-row Wasp engines, each of 1,200 horsepower.

11 Lockheed Lodestar aircraft, also equipped with two Pratt and Whitney Twin-row Wasp engines.

The available fleet was reduced during the year by one aircraft when a forced landing was made owing to unforeseeable engine failure.

In the course of the year, exhaustive investigation of aircraft heating systems was made and modifications were undertaken further to ensure the comfort of passengers during flight in low temperatures.

To handle overhaul of military aircraft a new hangar, service building and annex are approaching completion on T.C.A. property at Winnipeg. Badly needed additional office accommodation will be provided for T.C.A. in the two-storey brick annex.

Inadequate servicing accommodation necessitated an extension to the hangar at Toronto. Floor space has been doubled and additional shop facilities provided. For the overhaul of R.C.A.F. Transport Command aircraft, work began in August on a similar extension to the hangar at Moncton.

To keep abreast of the growth of traffic and provide improved service to the public, passenger offices in various parts of the system were enlarged during the year.

Trans-Canada Air Lines developed a central reservations control for the speedy handling of its passenger bookings, which system has since been adopted by air transport lines in the United States. The central reservations control office at Toronto was moved in 1943 to more spacious premises in the Canadian National Telegraphs building on Bay Street to take care of the growth in business.

### SELF INSURANCE

With the expiration on April 30 of outside coverage the policy of self insurance was extended to include aircraft, passenger liability, public liability and automotive risks of the Company. The only remaining insurance carried with outside underwriters is that on buildings and their contents involving concentrations of risks. The reserve fund is invested in Government securities, and as of December 31, 1943, stands at \$647,412.

### PERSONNEL

The personnel of the Company as of December 31, 1943, numbered 2,343. The proportion of women employees increased to 35 per cent from 30 per cent. Women are efficiently performing many and varied duties in the organization, taking the places of men now in the armed forces. T.C.A. has gone further in this respect than other air lines. The loss of experienced male personnel continues, however, to be serious.

An understanding has been reached with the R.C.A.F. as a result of which a supply of Air Force personnel will be made available to the Company. The new personnel will be selected from among those who have completed operational duties. This marks the beginning of a policy of rehabilitation of returned airmen.

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The increased volume of air mail and air express traffic necessitated the establishment during the year of a special department within the Company to be responsible for the packaging, handling and despatch of all types of cargo.

A contributory pension plan was put into effect on July 1, 1943. Employee contributions together with the Company's matching contributions are paid monthly into a separate trust fund which is invested in Dominion Government securities or securities guaranteed by the Dominion Government. The trust fund is administered by the Company as trustee but is not an asset of the Company, and therefore is not included in its balance sheet. The amount of the fund at December 31, 1943, was \$187,743.05.

#### SPECIAL WAR ACTIVITIES

Work performed under war contract for the overhaul of military aircraft, engines, propellers, instruments and accessories was substantially increased in 1943. The instrument and accessory shops continued at full capacity and during the year the propeller and engine overhaul shops were placed on a three-shift basis.

Company station facilities throughout Canada were placed at the disposal of military aircraft requiring servicing. Dispatch, radio and station services were again provided for the transport operation of the R.C.A.F. Communication Squadron.

At Moncton, the expansion of hangar facilities will make it possible to offer an extensive programme of maintenance and servicing to military aircraft operating in the area.

As at the end of December, nearly 300 T.C.A. employees were engaged in the conversion, servicing and maintenance of the Liberator aircraft used in the return ferry service of the British Overseas Airways Corporation. The inauguration of the Canadian Government trans-Atlantic service placed the additional responsibility on this group of converting and servicing the Lancasters which are being used in that service.

At the request of the Department of Transport, the Company undertook the operation, for a time prior to the opening of navigation, of a freighting service between Moncton and Goose Bay, Labrador, for the movement of essential military material and supplies.

#### THE STAFF

The Directors again place on record their appreciation of the loyal and efficient services of the officers and employees of the Company, who have continued to make it possible for Trans-Canada Air Lines to maintain its vital contribution to the nation's war effort. They record their pride in the 215 men and 12 women who have enlisted in the armed forces, some of whom have been decorated for outstanding achievement and some of whom, unfortunately, have sacrificed their lives.

For the Directors,



President.

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## BALANCE SHEET AT

ASSETS		
CURRENT ASSETS:		
Cash .....	\$1,283,437.30	
Working Fund Advances .....	11,802.51	
Special Deposits .....	2,293.80	
Accounts Receivable .....	1,051,043.30	
Traffic Balances Receivable .....	462,169.84	
Balances Receivable from Agents .....	28,005.53	
Materials and Supplies .....	1,247,097.59	
Other Current Assets .....	63,514.30	\$4,149,364.17
		<hr/>
INVESTMENTS IN AFFILIATED COMPANIES .....		2,751.00
PREPAYMENTS—GROUP LIFE INSURANCE .....		8,845.02
INSURANCE FUND .....		647,411.73
CAPITAL ASSETS:		
Property and Equipment .....	\$5,832,207.75	
Less Accrued Depreciation .....	2,370,268.63	3,461,939.12
		<hr/>
		<u>\$8,270,311.04</u>

## CERTIFICATE

We have examined the books and records of the Trans-Canada Air Lines for above Balance Sheet is properly drawn up so as to exhibit a true and correct view Income Account for the year ended the 31st. December, 1943, is correctly stated.

10th. March, 1944.



31st. DECEMBER, 1943.

LIABILITIES		
CURRENT LIABILITIES:		
Accounts Payable.....	\$ 905,344.46	
Traffic Balances Payable.....	57,899.64	
Air Travel Plan Deposits.....	155,200.00	
Salaries and Wages.....	127,055.53	
Other Current Liabilities.....	58,366.58	\$1,303,866.21
RESERVES:		
Insurance.....	\$ 647,411.73	
Inventory.....	218,000.00	
Maintenance.....	16,529.26	881,940.99
CAPITAL STOCK:		
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, 1943.....	\$1,336,614.97	
Surplus for year 1943.....	147,888.87	1,484,503.84
		<u>\$8,270,311.04</u>

T. H. COOPER,  
Comptroller.

**OF AUDITORS**

the year ended the 31st. December, 1943, and we certify that, in our opinion, the of the affairs of the Air Lines as at the 31st. December, 1943, and that the relative

GEORGE A. TOUCHE & CO.,  
Chartered Accountants.

## INCOME ACCOUNT

	1943	1942
<b>GROSS REVENUE:</b>		
Passenger .....	\$4,213,599.09	\$3,065,452.96
Mail .....	3,515,807.14	3,211,921.74
Express .....	330,084.12	173,020.25
Excess Baggage .....	60,078.97	29,460.29
Incidental Services .....	1,259,931.19	857,463.36
Total .....	\$9,379,500.51	\$7,337,318.60
<b>OPERATING EXPENSES:</b>		
Aircraft Operation, Maintenance and Depreciation .....	\$5,004,764.00	\$3,917,812.13
Ground Operation, Maintenance and Depreciation .....	2,520,600.75	1,530,966.18
Incidental Services .....	854,827.02	599,512.32
Traffic and General Administration .....	572,904.24	545,517.88
Tax Accruals .....	21,805.85	34,590.81
	\$8,974,901.86	\$6,628,399.32
Income Charges .....	26,709.78	13,270.25
Interest on Capital Invested .....	230,000.00	200,734.00
Total .....	\$9,231,611.64	\$6,842,403.57
<b>SURPLUS</b> .....	\$ 147,888.87	\$ 494,915.03

## STATISTICAL DATA

	1943	1942
Route Mileage Operated .....	4,903	4,857
Plane Miles Flown—Revenue .....	8,254,819	7,172,130
Plane Miles Flown with Mail .....	8,194,962	7,085,923
Plane Miles Flown—Non Revenue .....	708,967	516,772
Revenue Passengers Carried .....	140,276	104,446
Percentage of Passenger Occupancy .....	83	74
Average Passenger Journey—Miles .....	560	551
Air Mail Carried—Pounds .....	3,726,607	2,308,812
Express Carried—Pounds .....	821,606	362,837
Excess Baggage Carried—Pounds .....	292,600	175,158

Since the inception of operations the company has flown a total of 30,490,684 plane miles in revenue service and a total of 222,034,785 passenger miles.

## AIRCRAFT OPERATION, MAINTENANCE AND DEPRECIATION

	1943	1942
601 Flying Personnel.....	\$ 732,051.58	\$ 640,145.66
602 Flying Personnel Supplies and Expenses.....	117,196.18	96,095.74
603 Aircraft Engine Fuels.....	1,097,210.83	930,904.31
604 Aircraft Engine Oils.....	53,529.61	51,331.73
605 Passenger Supplies and Expenses.....	26,949.15	21,637.43
605 Passenger Meals (Aircraft).....	161,639.59	130,556.35
605 Passenger Interrupted Trip Expenses.....	39,298.17	37,031.89
607 Clearance Fees.....	15,201.76	8,126.31
608 Servicing—Labour and Supplies.....	473,700.88	396,136.73
611 Aircraft Repairs.....	417,337.79	326,742.18
612 Aircraft Propeller Repairs.....	32,473.16	28,183.42
613 Aircraft Instrument Repairs.....	90,683.62	38,932.78
614 Aircraft Engine Repairs.....	332,269.38	328,063.37
615 Aircraft Communication Equipment Repairs.....	50,025.04	27,649.00
616 Miscellaneous Flying Equipment Repairs.....	40,896.65	23,257.04
617 Flying Equipment Insurance.....	297,020.98	173,930.29
618 Liability and Compensation Insurance.....	140,629.30	128,871.63
620 Other Flying Expense.....	5,380.46	1,252.53
625 Aircraft—Depreciation.....	490,737.20	364,969.36
625 Propeller & Hub—Depreciation.....	49,104.86	57,502.59
626 Aircraft Engines—Depreciation.....	292,347.70	39,122.84
627 Aircraft Communication Equipment—Depreciation.....	47,911.55	43,000.39
628 Miscellaneous Flying Equipment—Depreciation.....	1,168.56	1,168.56
Maintenance Reserve.....		23,200.00
	\$5,004,764.00	\$3,917,812.13

## GROUND OPERATION, MAINTENANCE AND DEPRECIATION

631 Superintendence.....	\$ 225,225.97	\$ 156,266.86
632 Airport and Hangar Employees.....	559,794.23	326,024.97
633 Communication Operators.....	241,658.53	166,153.95
636 Travelling and Office Expenses.....	288,694.33	182,513.46
637 Light, Heat, Power and Water.....	67,313.88	59,560.67
638 Rent of Fields, Buildings and Offices.....	116,589.84	101,762.28
639 Rent and Expense of Motor Vehicles.....	23,265.64	24,769.32
641 Communication Equipment Repairs.....	48,789.64	43,310.20
643 Hangar Equipment Repairs, Supplies and Expenses.....	28,058.60	21,791.02
644 Shop Equipment—Repairs.....	20,828.15	9,513.01
645 Motor Vehicles—Repairs.....	22,112.59	16,573.20
647 Furniture, Fixtures and Office Equipment—Repairs.....	13,109.82	4,980.77
648 Miscellaneous Ground Equipment Repairs.....	6,529.09	3,372.81
649 Buildings and Other Improvements—Repairs.....	70,447.04	34,708.93
650 Shop Expenses—Indirect Labour and Material.....	107,098.52	85,519.85
651 Stores Expense.....	77,208.82	48,736.80
652 Stores Expense—Inventory Adjustments.....	230,717.52	11,844.86
653 Building Material and Ground Equipment—Insurance.....	9,388.68	8,781.97
654 Ground Liability and Compensation Insurance.....	21,105.20	19,510.03
656 Other Ground Expenses.....	67,929.36	40,683.23
656 Express Expenses.....	123,433.21	47,884.34
660 Depreciation on Ground Facilities.....	151,302.09	133,893.37
Maintenance Reserve.....		6,500.00
	\$2,520,600.75	\$1,530,966.18



### INCIDENTAL SERVICES

	1943	1942
671 Buffet and Restaurant Service.....	\$ 10,378.00	\$ 10,573.90
672 Airport and Other Privileges.....	123.16	45.16
675 Fuel and Oil—Sales.....	90,013.88	102,599.39
676 Repairs and Service—Sales.....	754,311.98	486,293.87
	\$ 854,827.02	\$ 599,512.32

### TRAFFIC AND GENERAL ADMINISTRATION

681 Salaries and Wages—Traffic.....	\$ 156,679.30	\$ 125,270.68
682 Travelling and Office Expenses—Traffic.....	63,198.94	57,695.37
683 Rent of Traffic Offices.....	21,161.00	19,373.33
684 Agency Commissions.....	31,367.56	32,977.01
685 Advertising.....	71,542.63	65,327.59
687 Other Traffic Expenses.....	12,701.35	7,250.22
691 Salaries and Wages—General.....	115,678.07	91,509.40
692 Travelling and Office Expenses—General.....	21,463.21	10,355.35
693 Office Rentals.....	1,397.50	1,170.00
694 Administration Charges from Affiliated Companies.....	42,000.00	31,400.00
695 Pensions.....	26,041.77	100,000.00
696 Insurance.....	1,499.71	953.78
698 Other General Administration Expenses.....	8,173.20	2,235.15
	\$ 572,904.24	\$ 545,517.88

### GENERAL TAXES

699 General Taxes.....	\$ 21,805.85	\$ 34,590.81
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## ELAPSED TIMES AND AIR MILEAGES BETWEEN CITIES ON T.C.A.

		TIME		MILEAGE
		HRS.	MINS.	
St. John's, Nfld. to	Sydney, N.S.....	3	25	507
	Moncton.....	5	05	730
Halifax to	Moncton.....	—	55	120
	Montreal.....	4	05	583
	Toronto.....	6	50	929
	(1) Winnipeg.....	14	50	2073
	(2) Vancouver.....	25	40	3255
(2) Victoria.....	26	25	3301	
Montreal to	Ottawa.....	—	50	94
	Toronto.....	2	25	346
	London.....	3	25	443
	Windsor.....	4	25	552
	Winnipeg.....	9	45	1490
	Vancouver.....	17	40	2672
	Victoria.....	18	25	2718
New York to	Toronto.....	2	15	365
Toronto to	Winnipeg.....	7	05	1144
	Regina.....	9	20	1478
	Lethbridge.....	11	55	1850
	(3) Calgary.....	13	10	1974
	(3) Edmonton.....	14	25	2151
	Vancouver.....	15	00	2326
	Victoria.....	15	45	2372
Winnipeg to	Regina.....	2	00	334
	Lethbridge.....	4	35	706
	(3) Calgary.....	5	50	830
	(3) Edmonton.....	7	05	1007
	Vancouver.....	7	40	1182
	Victoria.....	8	25	1228
Regina to	Lethbridge.....	2	25	372
	(3) Calgary.....	3	40	496
	(3) Edmonton.....	4	55	673
	Vancouver.....	5	30	848
	Victoria.....	6	15	894
Lethbridge to	Calgary.....	—	50	124
	Edmonton.....	2	05	301
	Vancouver.....	2	50	476
	Victoria.....	3	35	522

(1)—55 mins. layover in Montreal.

(2)—2 hrs. 55 mins. layover in Montreal.

(3)—25 mins. layover in Lethbridge.

### DAILY FLIGHTS

Trans-Canada Air Lines operates two transcontinental flights, one by day and one by night, between Montreal, Ottawa, Toronto, North Bay, Winnipeg, Regina, Lethbridge, Vancouver and Victoria, and two in the opposite direction. A third flight operates overnight between Montreal and Winnipeg and in the opposite direction.

In addition to these services, Montreal, Ottawa and Toronto are connected by two flights in each direction, a total of five.

There are three daily flights in each direction between Halifax, Moncton and Montreal, with connections for the west.

Two daily flights operate in each direction between Moncton, Sydney, N.S., and St. John's, Newfoundland.

New York and Toronto are connected by three daily flights in each direction.

The T.C.A. line between Toronto, London and Windsor is provided with twice daily service in each direction, giving, by means of connections with other air lines, through service between Montreal, Toronto, Detroit and Chicago.

Two daily flights between Lethbridge, Calgary and Edmonton and two in the other direction make connection with transcontinental service.

Connections are made with other air lines serving all parts of the continent.

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## GROWTH OF T. C. A.

Incorporated in 1937, Trans-Canada Air Lines began its transcontinental operations in 1938. In the past six years, its aircraft have flown more than thirty million miles, carried more than four hundred thousand passengers, a million and a half pounds of express, and nearly nine and a quarter million pounds of mail (approximately 500,000,000 letters).

The following table shows the growth of traffic:—

<b>AIR MAIL</b>	
(in pounds)	
1938.....	367,734
1939.....	523,906
1940.....	927,037
1941.....	1,389,614
1942.....	2,308,812
1943.....	3,726,607
Total.....	9,243,710

<b>AIR EXPRESS</b>	
(in pounds)	
1938.....	7,806
1939.....	45,819
1940.....	105,788
1941.....	173,192
1942.....	362,837
1943.....	821,606
Total.....	1,517,048

<b>PASSENGERS</b>	
1938.....	2,086
1939.....	21,569
1940.....	53,180
1941.....	85,154
1942.....	104,446
1943.....	140,276
Total.....	406,711

<b>REVENUE MILES FLOWN</b>	
1938.....	1,122,179
1939.....	2,760,090
1940.....	4,770,219
1941.....	6,384,651
1942.....	7,172,130
1943.....	8,254,819
Total.....	30,464,088



ILLUSTRATIONS OF T.C.A.'S GROUND AND AIR OPERATIONS











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