

Another aspect of aviation which is perhaps not as widely recognized as passenger service, but is making tremendous advances today, is the business of air cargo. While volume in this field is still lower than passenger service, its present rate of growth has surpassed passenger business growth by nine times, and many competent people in the aviation industry are today predicting that freight revenues will soon exceed passenger revenues.

While air-freight expansion has been spectacular, it has been retarded by one obstacle - the lack of an efficient large cargo aircraft.

The fact airlines have been carrying on with primarily passenger aircraft converted for freight work has kept operating costs high.

A major solution to the problem of high costs and one which may well provide the economic breakthrough, is the CL 44 cargo plane being developed by Canadair.

This plane has many special features, particularly advanced turbo-prop engines with low fuel consumption and maximum capacity through use of a hinged tail which allows straight in loading and unloading.

This feature promises to overcome delays on the ground. It is estimated that three to five hour loading times may be cut to half an hour, and result in a substantial reduction in air-freight rates.

Ten years ago, Trans-Canada Air Lines carried, in one year, approximately $4\frac{1}{2}$ million pounds of air freight. Last year, the total was 35 million pounds, or eight times as much. Today, virtually all the large airlines have, or soon will have, large jet aircraft in service, providing greater speed and more capacity.

The new DC 8 which TCA has now in operation is capable of carrying, in addition to its normal complement of 127 passengers, 5 tons of cargo in its holds, at a speed of 550 miles an hour.

When it is realized that a shipment of goods can leave Toronto at 8.35 in the morning, and arrive in Vancouver at 10.15 the same morning, or, for example, a shipment from a supplier in London, England, can leave at 3.15 in the afternoon and arrive in Toronto at 6.10 the same afternoon, one can readily see the great potential that lies ahead for this phase of the air industry.