

There was a small fluctuation in Bermuda and Carribean schedules to conform with the busy winter holiday months and the relatively light summer season.

#### PASSENGER TRAFFIC

With record passenger traffic moving on both the North Atlantic and southern routes, the overseas services more than kept pace with the domestic operations in growth of business. In 1951, 22% more persons were transported on North Atlantic flights than in 1950, while Bermuda and Caribbean passenger traffic increased by 41%.

During the year 7,611 immigrants were carried to Canada from the United Kingdom and Europe under an agreement with the Canadian Government. The immigrant movement was, of course, confined to westbound trans-Atlantic flights and therefore tended to produce a lack of directional load balance. This, however, did not seriously affect the economics of the overseas operations.

Some minor adjustments were made to the price of overseas air travel. Dollar fares between Canada and all points beyond its boundaries, with the exception of the United States, were increased on July 1 to reflect changes in the rate of exchange. On October 1, the North Atlantic airlines jointly announced a \$20 increase in the one-way fare, as a result of increased cost of operations.

Encouragement was given North Atlantic business travel by TCA's organization in London of an Industrial Advisory Service for the purpose of providing Canadian information on request to potential air passengers in the United Kingdom and Europe.

#### MAIL TRAFFIC

There was a substantial rise in the volume of mail carried on the overseas services, the great majority of this being eastbound on the North Atlantic route where mail load was up 25%. Mail entrusted to TCA on its southern services continued to be of meagre proportions.

#### COMMODITY TRAFFIC

In 1951 the Company carried more aircargo through the North Atlantic gateway point of Montreal than all its competitors combined. Westbound loads were close to aircraft capacity throughout the year, and aggregate traffic over this route increased by 24% from 1950.

The volume of aircargo carried by the Bermuda and Caribbean flights also showed a gratifying improvement of 24% and, with trade restrictions between Canada and these southern areas being relaxed, future prospects appear bright.

Domestic and international services, interlocking with the world air network, continued to offer a means of rapid and efficient shipment both at home and abroad.

#### AIRPORT AND AIRWAY FACILITIES

The hurricane that struck Jamaica in August severely damaged Kingston Airport. Fortunately, however, operations were not seriously affected.

The North Atlantic aeronautical radio communications stations which had been operated on behalf of all North Atlantic operators were returned to the administration of the Department of Transport.

Arrangements were made for the airline's Bermuda and Caribbean communications to be handled by the Canadian Overseas Telecommunications Corporation. The Company's circuits to those areas were discontinued to avoid unnecessary duplication of facilities.