

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 per cent. 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 per cent. 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 per cent 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 program of improvements to runways, field facilities, airport lighting and navigational aids.

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:—

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