

CANADIAN PACIFIC AND OTHER AIR LINES AND ROUTES

The biggest bush flying operations today in Canada are those carried on by Canadian Pacific Air Lines (CPA) which flies most of the north-south air routes. CPA was formed in 1942 by the Canadian Pacific Railway (CPR) from ten smaller privately-owned northern air lines. Many small independent scheduled air lines, however, still operate.

CPA serves four-fifths of the area of Canada, which lacks the conventional forms of transportation, railroads and highways. This air line now flies an average of 15,346 miles daily on 9,671 miles of licensed routes. On the main-line CPA planes, the average passenger and cargo is similar to that of most standard air lines, but on the bush air liners may be seen trappers, miners and prospectors who depend on CPA as well as on dog sleds or canoes for their transportation. The company may be called on to carry such cargo as explosives for mining operations, drilling equipment, furniture for new settlements, fresh food, livestock, and everything else that is needed to make life in the north country more like the civilization of the south. CPA now flies the goods from a rail head to a main distributing point in the bush, using wheels the year around. The more difficult bush operations are conducted from this point by small private operators.

One of the greatest air cargo carriers in the world, Canadian Pacific Air Lines transported about 10,818,000 pounds of air cargo, some 1,890,000 pounds of air mail, and some 125,000 passengers in 1947. A total of 5,077,000 miles or 36,596 hours were flown last year. The revenue passenger miles for 1947 were 32,007,836; revenue freight ton miles, 1,166,007; and the mail ton miles, 264,641.

With the help of bush fliers, the Canadian Pacific Railway also helped assure the success of a wartime flying achievement, the so-called Atlantic Bridge. When it was going badly with Britain at the beginning of the war, the idea was conceived of flying sorely-needed American-made bombers across the Atlantic to save time. The late Sir Edward Beatty, president of the CPR, which was then acting in North America on behalf of the British Government to coordinate merchant shipping, brought together a group of Canadian businessmen in Montreal to establish this ferry