

over second place from Quebec with a total of \$411,961,000 or 19.3 per cent (\$411,172,000 or 19.7 per cent in 1956). Quebec was in third position with \$384,465,000 or 18 per cent (\$422,464,000 or 20.2 per cent).

Next in order was British Columbia with \$174,764,000 (\$203,278,000 in 1956); Saskatchewan, \$161,487,000 (\$122,745,000); Newfoundland, \$76,245,000 (\$84,349,000); Nova Scotia, \$65,434,000 (\$66,092,000); Manitoba, \$61,299,000 (\$67,909,000); New Brunswick, \$23,250,000 (\$18,258,000); Northwest Territories, \$21,966,000 (\$22,158,000); and Yukon, \$13,851,000 (\$15,656,000).

BUSY YEAR FOR TCA

Trans-Canada Air Lines carried an estimated 2,375,000 passengers in 1957. It was the second successive year that TCA had exceeded the two-million passenger mark.

Approximately 1,150,000,000 revenue passenger miles were flown on TCA's services in Canada and the United States, while another 230,000,000 were flown on routes to the United Kingdom and Europe and on the southern services to Bermuda and the Caribbean area. The total represented a 16 per cent increase over 1956. It was noted, however, that traffic was considerably stronger in the first half of the year and some evidence of weakening demand gave cause for concern as 1957 drew to a close.

President G.R. McGregor of TCA said that the airline had, in its 20th birthday year, again expanded its activities to meet public demand for air transportation. In making available almost two billion seat miles, TCA provided the greatest capacity in its history and an increase of 19 per cent from 1956.

Air freight traffic on TCA's routes rose during the year by 10 per cent to approximately 13,160,000 ton miles and TCA continued its policy of providing cargo accommodation on all scheduled flights in addition to a daily trans-continental freight service using all-cargo North Stars capable of carrying nine tons each. About 2,610,000 express ton miles were flown for a slight increase over the previous year.

The volume of mail traffic continued its impressive growth, with almost 10,000,000 ton miles being flown throughout the system, an estimated 8,000,000 of them in North America.

Features of the year were the introduction of non-stop air services trans-continentially between Toronto and Vancouver, and on the North Atlantic between Toronto and the United Kingdom. The trans-continental service that started in early summer with TCA Super Constellation equipment proved an immediate success. Later in the year, the Toronto trans-Atlantic non-stop Super Constellation service was inaugurated.

During the summer of 1957, TCA operated seven daily trans-continental flights and two others between eastern Canada and Alberta. On the North Atlantic, as many as twelve weekly overseas operations were scheduled.

The year was outstanding also in that TCA consolidated its plans for the coming jet age by placing an order for 20 Vickers Vanguard prop-jet airliners and taking an option on four more. The move followed previous orders for Douglas DC-8 jetliners and Vickers Viscount prop-jets. The latter popular aircraft have been in service since April 1955.

The compilation of the company's future fleet plan has, Mr. McGregor said, been the result of long and careful forecasting and technical analysis. As finalized, it provides for an all-turbine, all four-engined fleet by the end of 1961.

The three basic types will be the Viscount for short to medium routes, the Vanguard for the longer North American and southern routes and the DC-8 for the non-stop trans-continental and trans-Atlantic routes. All will be powered by Rolls-Royce turbine engines with the Viscount having the Dart, the Vanguard the Tyne and the DC-8 the full jet Conway, one of the most powerful engines yet devised.

The latest purchase - of Vanguards - represented a total cost of \$67,100,000 and was the largest single commercial dollar order ever placed in postwar Britain. A further \$11,700,000 will be spent if the four planes on option are later purchased.

The Vanguard will carry some 107 passengers in excess of 420 miles an hour and the unique design of the aircraft's fuselage will permit it to be used for all-cargo purposes when not being utilized in passenger service.

Fourteen Viscounts were delivered to TCA during the year and an option was exercised on 13 more.

The TCA fleet at the end of the year also included 11 long-range Super Constellations, 21 North Stars and 18 DC-3s. Outfitting of the Super Constellations with weather radar and the installation of wing tip fuel tanks was commenced during the year.

Some 30 per cent of the service offered by TCA during 1957 was tourist class, thus extending the market for air travel both on the North American continent and overseas. Family fare plan rates were continued, giving family parties the lowest possible fares for both domestic and trans-Atlantic flight.

The Pay Later Plan, excursion fares for low-cost European vacations and an extra-cities plan for European travellers were also in effect.

During the year TCA successfully demonstrated one of its newest developments - a new type of Electronics Reservations System which possesses sufficient flexibility to be adapted to other type of business operations without modification. It is called the Transactor System of data processing.