

CONFERENCE IN WASHINGTON

The Department of External Affairs has announced that Mr. Donald Fleming, Minister of Finance, and Mr. Gordon Churchill, Minister of Trade and Commerce, accompanied by officials from their two Departments, from the Department of External Affairs, and from the Bank of Canada visited Washington on January 6. The Canadian Ministers and officials met with Mr. Dillon, the Under-Secretary of State, and Mr. Anderson, Secretary of the Treasury, to discuss various economic matters of common interest to both countries, including the preparations for the ministerial talks on economic matters which are being held in Paris on January 12 and 13 as the result of the invitation extended recently on the initiative of the Governments of the United States, the United Kingdom, France and Germany.

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RECORD YEAR FOR TCA

Trans-Canada Air Lines carried a record total of more than 3,100,000 passengers in 1959 as it prepared itself for the imminent arrival in Canada of the age of the giant jet.

It was the first time in its 22-year history that the airline topped the 3,000,000 passenger mark in a 12-month period, President G.R. McGregor revealed in an annual review released by the Company at the end of the year. Expanding to meet the ever-increasing demand for commercial air transportation, TCA made available to the public nearly three billion seat miles in 1959, an increase of 17.5 per cent over the previous year. The number of occupied seat miles rose to approximately 1,830,000,000 an increase of 12.5 per cent, while the revenue passenger load factor dropped from 70 to 66 per cent. Total revenue aircraft miles flown also rose 12.5 per cent to 55,708,000, stated Mr. McGregor.

There was a 15 per cent increase in freight carriage for a total of approximately 14,770,000 ton miles while air express ton miles rose 7.8 per cent to more than 2,660,000 ton miles and mail rose 3 per cent to a record total of almost 10,697,000 ton miles.

Flight frequencies on many domestic routes were increased in 1959, while Vienna was added to TCA's growing international route pattern. A new non-stop Viscount service was inaugurated between Regina and Edmonton this year, and transcontinental service was increased to 12 daily return flights during summer months, providing almost 700 daily round-trip seats across Canada. In the fall, one trans-continental Super Constellation flight was routed through Winnipeg while service to Antigua was scheduled on a year-round basis. One daily Viscount flight was routed into Chicago's O'Hare field to connect with the jet flights operating out of that giant airport, while eight continued to fly into Midway.

In the winter of 1959, Viscount operations were extended to Tampa, Fla., providing service between Toronto and the southern holiday area with turbine-powered aircraft.

Eighteen weekly round-trip Super Constellation flights were operated across the North Atlantic during the peak summer months, offering more than 1,200 weekly round-trip seats.

Four additional Viscounts were delivered to the airline in 1959, while one was damaged beyond economical repair on landing at Toronto. There were no serious injuries in this incident. In addition, one more Super H Constellation was delivered to TCA, bringing its total fleet at the year's end to 49 Viscounts, 13 Super Constellations, 21 North Stars and nine DC-3's, the latter used only on the Pacific Coast triangle service and for one daily flight serving the smaller prairie centres.

Installation of weather radar on all Viscount and Super Constellation aircraft was completed in 1959, said Mr. McGregor.

Throughout the year Trans-Canada Air Lines provided scheduled trans-continental all-cargo service with five North Stars, each capable of carrying up to nine tons of cargo. In addition, all passenger flights carried mail and cargo. This gave next-day delivery to points within a 1,500-mile radius and second-day delivery to points beyond. Traffic remained highly directional with the bulk of cargo moving from east to west on domestic flights; from south to north on trans-border flights; and from east to west on trans-ocean services.

The airline placed a \$3,500,000 order for a new Canadian-designed-and-built electronic reservations system in 1959. Scheduled to go into operation in 1961, it will speed reservations procedures and reduce possibilities of error to an absolute minimum, reported Mr. McGregor. When operational it will be the most modern such system in use with the world's airlines.

TCA expects by 1961 to become the world's first inter-continental airline to operate an all-turbine fleet and throughout the past year all departments within the company have been engaged in thorough preparation for introduction of the new equipment.

The first of the Douglas DC-8's each capable of carrying 127 passengers at more than 550 miles an hour, will be delivered to the airline very early in 1960. These aircraft are expected to go into trans-continental service on April 1, 1960, and into trans-Atlantic service June 1, cutting present flying times by almost half.

In the summer of 1960, the first of 20 Vickers Vanguard, turbine propeller aircraft capable of carrying 96 passengers at 420 miles an hour, will be delivered to the airline for service on medium-length domestic and trans-border routes.