

**THE TRANS-CANADA AIR LINES IN 1938**

By S. J. Humberford, President

During the past twelve months, the Trans-Canada Air Lines has grown steadily and surely. With the fleet of planes assembled and thoroughly tested under Canadian conditions, the staff trained, the ground facilities gradually taking shape over the trans-continental route, we are flying on daily schedules between Montreal and Vancouver, between Lethbridge and Edmonton and between Vancouver and Seattle. The last-mentioned service, which has been in operation for more than a year, connects the two cities by two flights daily and carries passengers as well as mails. Postal matter is being transported by night between Winnipeg and the Coast and by day between Montreal, Ottawa, Toronto and Winnipeg. Our personnel is becoming more and more familiar with the eastern section of this route. We are making a painstaking study of terrain and weather conditions, and such details as landing fields and lighting are being carefully developed by the Department of Transport, with a view to night schedules between Montreal and Winnipeg and air express is carried from Montreal to Vancouver, between Lethbridge and Edmonton and, by arrangement with the Prairie Airways, from Regina to Saskatoon, Prince Albert and North Battleford.

Between April, 1937, when the company was incorporated, and the end of the year, Trans-Canada activities consisted largely of organization. In September, 1937, we acquired the Canadian Airways Limited service between Vancouver and Seattle and in that month we began our first commercial operations, with two Electras. In the following month, we took delivery of three new Electras, ordered in April. Orders for four Super Electras were placed with the Lockheed Aircraft Corporation at the same time and in December six more were ordered.

Contracts for construction of a hangar and office building at Winnipeg and for a hangar at Lethbridge were awarded in November. By that time, pilot training was in full swing. Chosen for ability, experience and character from a large field of applicants, the men were put through a rigorous course in six stages and very few failed to measure up to the standards demanded of them. This is a tribute, I think, to our Canadian airmen.

At the end of the year, 1937, there were sixteen pilots, three in the Vancouver-Seattle service, two assisting with instruction, four in advanced training and seven in training. The maintenance and repair staff, divided between Winnipeg, Regina, Lethbridge, Vancouver and Seattle, consisted of twenty-two men and there were fourteen in the communications and dispatch department. The total number of employees at the end of 1937 was seventy-one.

Last December, a daily (except Sunday) training schedule was flown between Winnipeg and Lethbridge. In January of 1938, advanced pilots began flying from Vancouver across the Rockies to Lethbridge.

The Department of Transport installed a twenty-four-hour meteorological service at Winnipeg, Regina, Lethbridge and Vancouver, and a sixteen-hour service at intermediate points, in February. We were enabled to undertake some night flying and in March we began carrying mails between Winnipeg and Vancouver. While the movement was on regular schedule, it was by daylight and in good weather only and the postal matter was picked at random from the ordinary mails. In March, we flew 38,484 miles on the route between Winnipeg and Vancouver. The following month, the flying mileage was increased to 82,176. Occasional night flights were made between Winnipeg and Regina.

The first two of the Super Electras or "Fourteens" were received in May and by September we were in possession of the complete complement of ten.

Preliminary surveys had been made of the route across northern Ontario in February and by late summer we were making daily familiarization flights over this section.

The Trans-Canada hangar at Winnipeg was occupied in August and the Lethbridge building completed. September, 1938, was an important month in the history of Canadian transportation. Taking advantage of the coming of the T.C.A., the Canadian National Express began sending shipments by air between Winnipeg, Regina and Vancouver, on the 19th. This service was extended to the branch between Lethbridge and Edmonton in October and, on the 17th of that month, east to Toronto, Ottawa and Montreal. Arrangements were made for traffic by rail to and from points not on the air line, for combined air and rail shipment.

Regular over-night air mail schedules went into effect between Winnipeg and Vancouver on October 1. The experimental mail service between Montreal, Ottawa, Toronto and Winnipeg was begun on December 1. A year ago, the total staff consisted of 71 officers and employees. Today, the number is 330, including 37 pilots (18 captains and 19 first officers), 3 stewards, 178 men are employed in the engineering and maintenance department; 65 in communications and dispatch; and officers, members of the traffic department, the stores, and the clerical staffs accounts for 47.

Including the branch from Vancouver to Seattle (122 miles) and that from Lethbridge to Calgary and Edmonton (238 miles), the total distance covered by the Trans-Canada Air Lines is 3,528 miles.

Up to the end of December, we shall have flown nearly two million miles. The inauguration of complete passenger mail and express service between Montreal and Vancouver will take place early in the coming year. Later, as the ground facilities are prepared, the Montreal-Montréal section will be included.

In the period under review, work has been proceeding on many fronts. The Department of Transport has

been busy perfecting the airway, installing radio ranges, extending the weather service, improving the flying fields. Municipalities have been developing their airports. The work is still going on and there is much to be done on the ground before complete passenger and mail service across Canada can be put into effect. It is with profound regret that I record the accident which occurred near Regina in November when a plane was destroyed and two pilots killed. Official inquiry was made into the circumstances by a board appointed by the Minister of Transport and the findings have been made public. While it does not diminish the seriousness of the happening, I think it might be borne in mind that it was the first major accident in nearly two million miles of flying, during a period of intensive training and of experimental work over a new airway with new equipment.

The T.C.A. planes are equipped with the latest instruments and other devices for the elimination of hazard, the pilots are well chosen and scrupulously trained in the handling of the equipment and before the take-off every flight is scientifically planned. I need hardly say that the first word in the policy of the Trans-Canada Air Lines is safety. Our Lockheed Super Electras are fast enough to give transcontinental service as rapid as that of any other air line. But before speed and regularity of schedules comes the comfort of passengers and before that, their safety. All our efforts are bent toward this end. Notwithstanding the encouraging eagerness of the Canadian people to see their new transportation system in full operation as quickly as possible, we could not feel justified in beginning until we were ready, until every cog in the machine was perfectly adjusted.

**HOME OPPORTUNITIES**

We all want to see our home town go ahead and make progress, but are we all doing what we can to accomplish that result? People may ask what they can do. They may say they can't give big sums of money and establish needed institutions. Nor can they go out and induce some new industry to move in and provide new jobs.

There is one thing they can do which will help a great deal, and that is to spend their money at home. That builds up home town business, and when home town business improves, it can employ more people, and it can supply more complete stocks of goods. Also it is able to pay more taxes, which makes it possible for the town to keep adding improvements. Back up the home stores, if you want to see the home town go ahead.

Our exchange might have added that the home town business men should also do their part to encourage local enterprise, such as patronizing each other, supporting the local newspaper, which is the town's chief booster, by doing a reasonable share of advertising through its columns. This paper goes into the majority of homes in this district, and is probably read by as many as five thousand people. In scanning its pages every week they see who are the live wires who are boosting local enterprise and endeavor to attract business to the town.

The Dominion Department of Agriculture with the assistance and cooperation of the Royal Canadian Mounted Police, is responsible for the supervision of betting on all race tracks in Canada.

**How New Trade Treaty Effects Farm Products**

The new Trade Agreement between Canada and the United States, which came into operation on Jan. 1st, provides many changes in tariffs on commodities passing from one country to another. Under the new agreement Canada secures concessions on 292 commodities, exports of which to the United States in 1937 amounted to \$327,506,000 or approximately 83 per cent of the total Canadian sales of \$394,240,000 in that year. Of the 292 items on which concessions are made, 129 represent reductions in duty, 41 the binding of the existing rate of duty, and 32 a continuation of present free entry.

The concessions to Canada on animals and animal products are quite important. The chief item is live cattle weighing 700 pounds or more. Under the 1938 agreement the duty on this class of cattle was reduced from 3 to 2 cents per pound, subject to a quota of 150,000 head. The new agreement provides for a rate of 1 1/2 cents per pound and also raises the quota to 250,000 head. The new quota will permit considerably more exports from Canada when the price margin is favorable to export, but will not be sufficient to depress prices in the United States. Another important concession is calves. In 1938 the duty was lowered from 2 1/2 to 1 1/2 cents per pound on a quota of 32,000 head. The 1 1/2 cent rate is continued and the quota is raised to 100,000 head, with the maximum weight limit changed from 175 to 200 pounds per head. On cows specially imported for dairying purposes the maximum concession of 50 per cent was given to Canada by the United States in the 1938 agreement (rate of 1 1/2 cents per pound), but only 20,000 head were to be allowed in at the low rate. The quota limitation has now been dropped and the 1 1/2 cent per pound rate will apply to all shipments. In the new treaty reductions on live hogs and fresh or chilled pork have been reduced by 50 per cent, and the rate on certain cured pork (not including canned pork and sausage) lowered from 3 1/2 to 2 cents per pound. Reciprocal concessions on pork products were granted the United States by Canada. The duty on horses valued at not more than \$150 per head was reduced from \$30 to \$20 per head in 1938, and has now been changed to \$15, while the rate on those valued at more than \$150 per head has been reduced from 20 per cent to 17 1/2 per cent.

**ACQUIRED RIGHTS OVER OTHERS' PROPERTY**

If, for instance, the cornice of a house projects over the boundary line of your property and the owner of the lot over which it projects allows it to remain for twenty years without some kind of a written agreement or rental for it, he cannot afterwards compel its removal.

If the owner of the adjoining property has fruit trees standing so near the division line that the limbs overhang the fence belong to him and if it falls on his neighbor's ground he has the right to go on his neighbor's ground and take it away. He is not liable to any action for trespass or for doing so but would be liable for any damage resulting from the falling of the fruit. The neighbor also has the right to cut off the limbs which overhang his property or the roots which extend into it, but before doing so he should give notice and demand their removal and if his demand is not complied with, he can then cut them off.

**TRAFFIC RULES FOR CHILDREN**

Ten Regulations are Issued by Director of Safety Education

- Here are 10 rules for children to observe as their part in "playing safe." They were issued recently by Dr. Herbert J. Stack, director of the new National Centre for Safety Education at New York University.
1. Start to school early enough so that you will not have to rush.
  2. Plan the safest trip to and from school, and follow it every day.
  3. Always cross at the crossing, never in the middle of the block.
  4. Cross only with the safe lights.
  5. Be alerted all times when crossing the streets.
  6. Obey the officer or safety-patrol boy on duty at the crossing.
  7. Don't hitch rides or dart out onto the street from behind parked cars or hedges.
  8. Play in safe places—play grounds, play streets, vacant lots—not on dangerous streets.
  9. Ride bicycles on the right side of roadways, and obey traffic signals and stop signs.
  10. On rural highways always walk on the left, facing traffic.

**PREVENTING FARM FIRES**

It is well known that in Canada every year losses due to farm fires amount to an enormous sum, yet in many cases the damage to a certain extent might have been minimized or prevented by simple precautionary measures.

One precaution is not to put wet or uncured hay in barns, nor to put dry hay in barns that have leaky roofs. It is also risky to smoke in or around these buildings. With regard to electric equipment, it is dangerous to use fuses of too great amperage and no article should be used in place of a fuse. Care should be taken to see that lightning rods remain properly grounded and defective electrical wiring should be repaired promptly. The use of kerosene or gasoline to kindle fires or quicken a slow fire has been responsible not only for many deaths on farms and just because there has never been a fire on the farm, it is dangerous to neglect the precaution under these conditions. Insurance gives an unwarranted sense of security but insurance cannot give compensation for all the financial losses and it cannot replace loss of life. Extreme care should always be taken in handling and using gasoline. The gasoline engine couples, who have celebrated the 50th anniversary of their marriage. And there are ten residents who are over 80 years of age.

**Orange Pekoe Blend**  
**"SALADA"**  
**TEA**

**Optical Needs Vary**

There can never be a set rule for fitting or recommending glasses. The human eye has so many variations that every case is a distinct one. It requires training and skill to recognize and prescribe. We specialise in Eye Examination and good Glasses. Consult—

**O. T. WALKER, R.O.**  
OPTOMETRIST, EYESIGHT SPECIALIST, Brampton  
who is at **ROBB'S DRUG STORE, GEORGETOWN**, the second Wednesday of every month.  
Or you may consult O. T. Walker at his office in Brampton

**NEW KIND OF WINTER COMFORT**

Many say they get a new kind of comfort and warmth when they use our Famous Reading Anthracite—the "Laudered" Coal. Being dirt free, and dust free it naturally burns hotter, longer, steadier. Try a ton.

**K. C. McMILLAN**  
PHONE 40 GEORGETOWN

*Burn* **READING**

<b>Cabbage</b> New crop 2 POUNDS 9c Delicious firm, green heads	<b>Parsnips</b> 4 POUNDS 9c Washed
<b>Carrots</b> 5 POUNDS 9c Washed	<b>TANGERINES</b> 3 DOZEN 23c Delicious Sweet Nice Size
<b>GRAPEFRUIT</b> 9 Medium Large 25c	<b>TOMATOES</b> 2 POUNDS 25c Ruby Red Delicious Flavor
<b>Lettuce</b> Firm Heads Nice Size 5c	<b>Oranges</b> New Navels 2 DOZEN 25c
<b>Oranges</b> California 2 DOZEN 25c	<b>Lemons</b> California 2 DOZEN 25c
<b>Peameal Pork Rolls</b> 23c/lb.	

New Carrots, Beets, Mushrooms, Butter - Special

**CARROLL'S**

**LYONS' TEA** 1/2-lb. Pkg. 29c, 34c

**EVAPORATED MILK** 3 16-oz. Tins 24c

**DATES** 2 Pounds 19c

**QUICK QUAKER OATS** 1-lb. Pkg. 19c

**Christie's Salted SODA BISCUITS** 5-lb. Pkg. 10c 2-lb. Box 33c

**Old Colony MAPLE SYRUP** Bottle 24c, 46c

**Frankford PEAS** 17-oz. Tin 7c

**Country Kist Yellow CORN** 3 17-oz. Tins 25c

**Aylmer Tomato or Vegetable SOUP** 10-oz. Tin 7c

**For Soup—Dried GREEN PEAS** Pound 5c

**Boneless CODFISH** 1-lb. Pkg. 15c

**Clever Leaf Fancy Pink SALMON** 2 1-lb. Tins 23c

**Carroll's Biscuits** Dundee Cream Sandwich 2 Pounds 27c

**Fatherstrip or Fine COCOANUT** Pound 15c

**Stuart's Orange MARMALADE** 32-oz. Jar 19c

**Wagstaff's (with pectin) RASPBERRY or STRAWBERRY JAM** 32-oz. Jar 25c

**Carroll's Pure BAKING POWDER** 16-oz. Tin 17c

**Classic CLEANSER** 3 Tins 13c

**SUNLIGHT SOAP** 3 Bars 18c

**Northern FACIAL TISSUES** Box of 9c

**LUX FLAKES** 1-lb. Pkg. 23c

**Special—Polished RICE** Lb. 5c

**CARROLL'S**

Main Street Georgetown - Free Delivery - Phone 347