



The First TCA Passengers
to Chicago Board Inaugural
Flight 303 at Toronto



Between
OURSELVES

**MIDSUMMER
1946**

TCA Goes to CHICAGO

Chicago+Toronto+Montreal = 7,000,000 persons. TCA's new service, linking those three great cities by swift air transport, is obviously tapping a traffic potential of huge proportions. Add to this Ottawa and London, which are also on the route. Add all the other cities of Canada who can feed into it from our transcontinental operations. Add the population and the wealth of the American Mid-West which Chicago centres. Add the possibilities of Trans-Atlantic travel latent in the convergence of our Chicago and Prestwick operations at Montreal. Total them all together and we get a picture of what promises to be one of TCA's most significant and responsible undertakings.

MORE SERVICES TO FOLLOW

The July 1 inauguration of service into Chicago from London, Toronto, Ottawa and Montreal was one of the big events in our Company's story. It was important not only in itself and for the reasons just stated, but because it presaged a succession of Canada-U.S. trans-border services to be undertaken

by TCA. New York already knew us well. Soon to follow were Cleveland, Seattle, Boston and Duluth. TCA was binding two good neighbours ever more closely together with the solid ties of commercial intercourse and accelerated movement of persons and ideas.

It was all in a long-established transportation tradition. What rail and water travel had for generations been doing for amiability, understanding and mutual dependence, the airline was now repeating. But it was an altogether new scale of time and speed. As Commander C. P. Edwards, O.B.E., Deputy Minister of Transport, told the crew of the first Chicago flight: "You will be flying the old Chicago Trail. It was made famous by the covered wagons and their oxen. Then it took days to make the trip from Detroit. After the railways came, the trip was made in some ten hours. Now the aircraft are flying over this historic trail and you will make the same trip in a couple of hours."

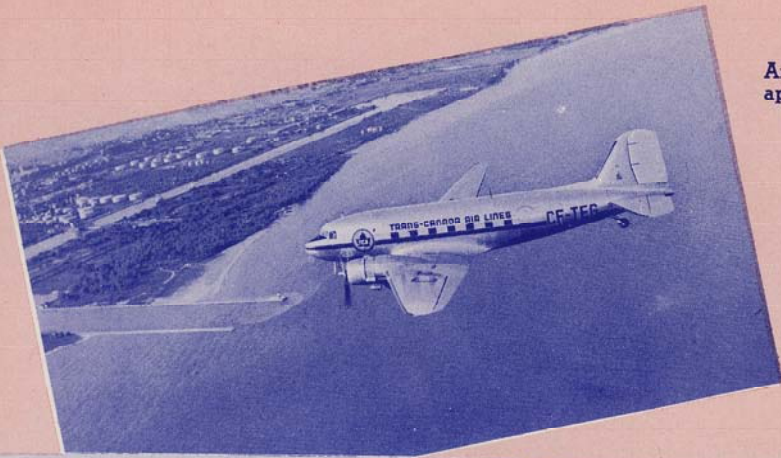
FOUR FLIGHTS

We opened our Chicago service with four
(Concluded on Page 7)

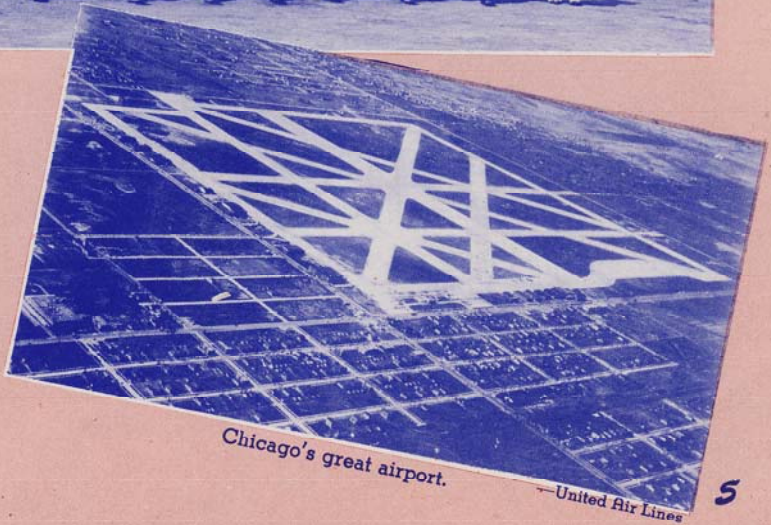


To commemorate the inaugural Toronto-Chicago flight, the Post Office Department issued a special airmail cachet, of particular interest to philatelists. Here A. M. Gibson, Toronto district director of postal services, is shown inspecting some of the 2,500 request letters that poured in from four continents, every Canadian Province and every State of the Union.

An inaugural flight
approaches Toronto
from Chicago.



Above—
The eight stewardesses
assigned to the Chicago
service. Left to right:
Victoria Stewart, Mar-
garet Crockett, Val Day,
Rita Wiggins, Phyllis
Harding (Supervisor),
Lillian Houseman, Al-
berta Huck, Dorothy
Rogers and Anita Ger-
main.



Chicago's great airport.

—United Air Lines



← To open the Chicago service, a Canadian delegation, headed by Commander C. P. Edwards, C.M.G., O.B.E., Deputy Minister of Transport (left) and Walter J. Turnbull, Deputy Postmaster General (right) flew into the big U.S. city and was welcomed by Leverett S. Lyon, Chief Executive Officer of the Chicago Association of Commerce and Walter Wright, Director of Aviation for Chicago. Stewardess Victoria Stewart stands between the two officials as they leave the plane.



Naturally, Toronto's civic officials were enthusiastic about TCA's Chicago service and Mayor Robert H. Saunders (right) and Captain F. C. Hamilton, Executive Assistant to the Mayor visited Malton to inspect the new DC-3's we are using. Regional Operations Manager Frank Young was their host and Stewardess Eileen Howard also served as guide.



Malton Customs Officer-in-Charge, F. B. Hawley, inspects the luggage of Mrs. Shona Grogleth, of Chicago, the first woman passenger to step from the northbound inaugural flight.

TCA GOES TO CHICAGO

daily flights — a good resounding beginning and a welcome change from our comparative meagre efforts at expansion during the shortage-haunted wartime years. The answer now is more aircraft and more flight crews. Our new 21-passenger DC-3's are being used intensively on the Chicago run and many of the pilots are young men not long out of the R.C.A.F. but already proven commercial transport flyers.

The first flight to leave Toronto for Chicago was 303 of July 1. Included in the capacity load were several Government Officials carrying the greetings of Canada to a welcoming party of civic leaders at Chicago's municipal airport. As the plane dropped down over the skyscrapers of that great city, it symbolized the beginning of another fine adventure in Canadian-U.S. relations.

That our good friends south of the border saw it the same way was proven by the greeting that awaited us as the big aircraft rolled to a stop on the ramp. Leverett S. Lyon, Chief Executive Officer of the Chicago Association of Commerce and Walter White, Director of Aviation for Chicago, representing the City of Chicago, welcomed the Canadian delegation, headed by Commander C. P. Edwards, C.M.G., O.B.E., Deputy Minister of Transport and Walter J. Turnbull, Deputy Postmaster General, that was aboard this first scheduled TCA flight to that city. Mr. Lyon and Mr. White enthusiastically hailed this new air link between the two nations and extended to TCA the Mid-Western hospitality

that is famous the world over.

Mr. Lyon told the members of a press and radio party that arrived in Chicago on a pre-scheduled flight that "We are very happy that Trans-Canada Air Lines is coming into Chicago. It is the first airline from another country to reach us directly. Beginning July 1, when TCA starts its regular flights, we will begin to experience the benefits of the reciprocal arrangements made here at the international air conference in 1944. We know TCA by reputation and know it operates to the highest standards. I am sure there could be no better airline from abroad to be the first to come into Chicago." City and business association officials and the press made it more than evident that this city of nearly 5,000,000 was enthusiastic over the new TCA service provided them.

NEW ROUTE ADVANTAGEOUS

Walter S. Thompson, Public Relations Director for TCA, speaking at a press luncheon sponsored by the Chicago Association of Commerce stated that the Chicago-Montreal route was "a great advantage to Canada and a great advantage to you". He added that TCA "in every respect measures up to anything that exists in the world today."

The first TCA ticket sold in Chicago was a through ticket to London, England via Montreal. This is indicative of the tremendous possibilities in the new service and its importance both to TCA and to the communities the Company serves.

Few streets in the world are better known than Chicago's Michigan Boulevard with Lake Michigan and many of Chicago's famous parks and museums lining one side of the avenue and a typical cross section of the city's skyline furnishing the background on the other side.

