

Subsection 3.—Harbour Traffic

The freight movement through a large port takes a number of different forms. The overseas movement, i.e., the freight loaded into or unloaded from sea-going vessels, frequently constitutes a surprisingly small part of the total. Usually the volume coming in and going out by coastwise vessels is larger. Then there is the 'in transit' movement of vessels that pass through the harbour without loading or unloading. Finally there is the movement from one point to another within the harbour, which in many ports amounts to a large volume. It is not possible to obtain statistics of the total freight handled in all the ports and harbours of Canada, as many of them are small and are without the staff necessary to obtain a detailed record of freight handled. Similar statistics of cargo carried by vessels in coastwise and inland international shipping are not available. The National Harbours Board administers a number of the principal ports of Canada and for the years 1936 to 1939, has published a record of the principal commodities in water-borne cargo handled at the ports under its control. These are shown for 1939 at pp. 701-702 of the 1940 Year Book. Owing to the war-time restrictions the publication of later statistics has been suspended.

PART V.—CIVIL AIR TRANSPORTATION*

NOTE.—The treatment of military activities and organizations falls more properly under the subject of National Defence (see "Air Force, Royal Canadian" in the Index).

Aircraft furnish a rapid and convenient means of transportation for passengers and goods particularly in remote and unsettled areas where transportation otherwise is slow and very costly. Similarly, aircraft have provided a relatively cheap and feasible means of obtaining information for the development and conservation of natural resources in many parts of Canada where the cost by other means would be prohibitive. Since the inauguration of the Trans-Canada Airway there has been a growth of traffic in passengers, mail and express by air between the principal centres of population in Canada and the United States. Air-mail and air-transportation lines and commercial services are increasing steadily in the scope of their operations and usefulness.

Section 1.—History and Administration

Subsection 1.—Development of Aviation in Canada

Historical Sketch.—A brief historical outline of the development of aviation in Canada appears at pp. 710-712 of the 1938 Year Book.

Trans-Canada Airway.—An article describing this Airway appears at pp. 703-705 of the 1940 Year Book.

Transatlantic Air Service.—The work done to establish an air service between Canada, the United States and the British Isles via Newfoundland up to the outbreak of war is described at pp. 705-707 of the 1940 Year Book. Transatlantic air services have been continued from the United States via Bermuda and the Azores to Lisbon.

* Descriptive and administrative information has been prepared from material supplied under the direction of J. A. Wilson, Director of Air Services, Department of Transport, while statistics have been compiled by G. S. Wong, B.Sc., Chief of the Transportation and Public Utilities Branch of the Dominion Bureau of Statistics.