

PART V.—CIVIL AIR TRANSPORTATION*

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

Section 1.—History and Administration

Subsection 1.—Historical Developments

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.

Pre-War Civil Aviation and the Defence Program.—An article describing the developments of importance in civil aviation prior to the outbreak of war in 1939, and also the contribution that civil aviation has made to the air defence program, is given at pp. 608-612 of the 1941 edition.

Administration.—The 1942 Year Book, at pp. 638-639, outlines the administrative arrangements for the control of civil aviation. Later developments are given in the Section on Wartime Control of Transportation, at pp. 640-644.

Subsection 2.—Recent Developments

Before the War, civil aviation in Canada was playing an ever-increasing part in the daily life of the nation. The aeroplane was taking a leading part in mail delivery both in outlying and inter-urban areas; in transportation of passengers and goods to the outposts of civilization; in photographing and mapping uncharted areas; in exploration and prospecting; in the movement of hunters and trappers to otherwise inaccessible areas; and in carrying tourists into the wilds of Canada for hunting, fishing or the sheer joy of escaping from civilization. Along with all this was the development of inter-city traffic on a large scale from the Atlantic to the Pacific.

The War has necessitated the dropping of all these activities in the interest of national defence but during the interim the position of Canada in the air has been enormously strengthened by improved technology and a vast increase in the number of trained personnel, by the strong organization built up and by greatly increased experience in operation.

The progress of the War in Europe in 1944 made possible a curtailment of the British Commonwealth Air Training Plan which, in turn, resulted in a considerable number of airports being turned over to the Department of Transport for use in civil flying. Many of these airports will be useful to both commercial and private pilots but for the present the shortage of fuel makes any large-scale resumption of civilian flying impossible.

The shifting of combat areas in the Pacific together with the completion of the Alaska Highway and Canol Projects gave a breathing spell which enabled the Canadian and United States Governments to clarify the position of control of

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