

mining regions. A large air terminal was built at St. Hubert, seven miles south of Montreal, with immigration, customs and postal facilities available. These earlier airports formed the nucleus which, with many additions and improvements, became the chain of aerodromes constituting the Trans-Canada Air Lines. The development of this airway and the use and expansion of the ground facilities for military purposes since the outbreak of war have affected the status and facilities of many former municipal airports.

2.—Airports in Canada, as at Dec. 31, 1943

Kind	Landing Surfaces			
	Land Only	Water Only	Land and Water	Total
	No.	No.	No.	No.
Public.....	7	27	1	35
Dominion Government.....	43	Nil	1	44
Intermediate.....	40	"	Nil	40
Provincial.....	Nil	10	"	10
Private.....	4	24	1	29
Municipal airports.....	11	4	2	17
Totals.....	105	65	5	175

Subsection 3.—Aircraft

The construction in Canada of aircraft and equipment is essential to the development of flying. Before the War several manufacturers were producing original types especially suited to operation in Canada, and a number of manufacturers from England and the United States formed branches in Canada for the assembly and servicing of their products. There were also a number of plants for the manufacture of landing gear, especially skis and pontoons, designed to meet the particular requirements of Canadian conditions. Since the beginning of the War, plants equipped to manufacture civil aircraft and parts have been changed over to the production of military types and the industry has been expanded by many additional plants and firms. A brief description of the wartime manufacture of aircraft in Canada appears in the Manufactures Chapter, p. 368. Pre-war figures are given at p. 617 of the 1941 edition of the Year Book.

Section 3.—Finance and Employees

Subsection 1.—Dominion and Other Expenditures and Revenues

The status of civil aviation in Canada has changed considerably in recent years as regards both civil and military requirements. Until the institution of the Trans-Canada Air Lines, the development of civil aviation was limited to the provision of private, commercial and administrative services for the more remote sections of Canada, chiefly in the northern mining, forestry and trapping regions. Recently, however, the Dominion Government has improved existing airports and constructed others for civil and for military purposes. In addition to direct expenditures, the Department of Transport has given assistance to municipalities for the development of airports, such contributions, as shown in Table 3, probably including expenditures for both capital and operating purposes.