

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. Plants equipped to manufacture civil aircraft and parts were changed over during the War to the production of military types and the industry expanded by many additional plants and firms. The principal statistics of the aircraft industry are shown for the latest available year in the Manufactures Chapter (Table 9, p. 554).

Section 3.—Finance and Employees

Subsection 1.—Federal 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 Federal 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 construction and development of airports amounting to \$3,707,311.

5.—Investment, Operation and Maintenance Expenditures and Revenues of the Department of Transport in Connection with Civil Aviation, Years Ended Mar. 31, 1945-47.

NOTE.—Compiled from Department of Transport records. The Departmental Investment Section has been revised from previous years to include Canadian Government Transatlantic Air Service; the Operation and Maintenance Expenditures Section has been revised to include expenditures from war appropriations; and the Revenues Section has been revised to include revenue relating to War Appropriations under the appropriate classification of Revenue instead of showing the total in one amount as heretofore.

Item	1945	1946	1947	Total as at Mar. 31, 1947
	\$	\$	\$	\$
Departmental Investment				
Airways and Airports—				
Civil Aviation—				
Ordinary appropriations.....	Nil	-1,334,324	Nil	849,053
Capital appropriations.....	803,240	750,323	1,195,890	11,049,646
War appropriations.....	6,682,241	2,899,518	99,066,057	111,086,445
Air Ministry of United Kingdom.....	Nil	4,913,090	Nil	4,913,090 ¹
Radio Aviation—				
Ordinary appropriations.....	Nil	2,847	Nil	336,180
Capital appropriations.....	706,495	494,430	647,358	5,408,597
War appropriations.....	141,253	173,476	663,010	1,290,936
Meteorological Aviation—				
Ordinary appropriations.....	Nil	Nil	1,420	12,486
War appropriations.....	43,392	150,469	57,098	469,299
Totals, Airways and Airports.....	8,376,621	8,049,829	101,630,833	135,415,732²
Canadian Government Transatlantic Air Service..	362,162	2,548,104	1,678,103	4,788,369
Totals, Departmental Investment.....	8,738,783	10,597,933	103,308,936	140,204,101

¹ Property constructed at Montreal (Dorval), Que., to Feb. 15, 1946, and North Bay, Ont., to Dec. 31, 1945, acquired by Federal Government under agreements of June 24, 1943, and June 5, 1944, respectively.

² The above does not include expenditures for Construction and Development of Airways and Airports from Unemployment Relief Appropriations to the extent of \$3,811,164 made by Department of National Defence prior to establishment of Department of Transport in 1936, nor Grants to Municipalities to assist in development of Airways and Airports to the extent of \$3,707,311, nor expenditures made by Department of National Defence—Air, or other Government Departments. There was also a payment of \$87,100,814 covering acquisition of United States Air (War) and other war installations in Canada and Labrador.