

## 28.—Mail Subsidies and Steamship Subventions, Years Ended Mar. 31, 1947-49

—concluded

Service	1947	1948	1949
	\$	\$	\$
<b>Local Services—concluded</b>			
Ile aux Coudres and Quebec or Lévis.....	4,000	4,000	—
Mulgrave and Arichat.....	25,000	25,000	27,000
Mulgrave and Canso.....	64,000	64,000	76,500
Mulgrave and Guysborough, calling at intermediate ports.....	14,000	14,000	16,500
Murray Bay and north shore (winter service).....	50,000	50,000	50,000
Owen Sound and Manitoulin Islands.....	41,051	66,000	65,000
Pelee Island and the mainland.....	11,000	11,000	11,000
Pictou, Mulgrave and Cheticamp.....	11,000	11,000	13,500
Pictou, Souris and the Magdalen Islands.....	60,000	60,000	88,000
Prince Edward Island and Newfoundland.....	54,000	54,000	54,000
Prince Edward Island and Nova Scotia.....	78,226	100,000	100,000
Quebec, Natashquan and Harrington, and other ports on the north shore of the Gulf of St. Lawrence.....	127,500	281,500	448,000
Quebec or Montreal and Gaspé, and other ports on the south shore of the Gulf of St. Lawrence.....	90,000	138,000	156,500
Rimouski, Matane, and the north shore of the Lower St. Lawrence.....	75,000	75,000	125,500
Rivière-du-Loup and Tadoussac, and other north-shore ports.....	21,000	21,000	21,000
Saint John and Minas Basin ports.....	—	10,000	10,000
Saint John, Westport and Yarmouth, and other way ports.....	30,500	31,500	31,500
Sydney and Bay St. Lawrence, calling at way ports.....	35,000	35,000	35,000
Sydney and Bras d'Or Lake ports, and ports on the west coast of Cape Breton and Prince Edward Island.....	22,500	22,500	27,500
Sydney and Whyecomagh.....	20,500	20,500	20,500
Yarmouth, N.S. and Boston, Mass.....	43,000	28,667	28,166
<b>Totals.....</b>	<b>1,102,417</b>	<b>1,721,382</b>	<b>2,035,139</b>

## PART V.—CIVIL AIR TRANSPORTATION\*

## Section 1.—Administration and Development†

**Historical Developments.**—Canada's aviation history dates back to 1909 when the *Silver Dart* piloted by Jack McCurdy (now the Hon. J. A. D. McCurdy, Lieutenant-Governor of Nova Scotia) flew at Baddeck, N.S. This was the first aeroplane flight by a British subject in the British Empire.

There was little aviation development in this country until the First World War. Following the War, many of Canada's wartime aviators assisted in developing air transportation services into inaccessible areas, air forestry patrols and inter-city air services. During this period, the flying clubs movement received Government assistance in the training of pilots and engineers required by Canada's civil aviation industry.

The Department of Transport was created in 1936 to centralize all transportation services coming under Federal jurisdiction. One of the branches of this new Department was the Air Services Branch which combined the Civil Aviation Division, formerly attached to the Department of National Defence, and the Department of Marine's Meteorological and Radio Divisions. Under the Department of Transport, the trans-Canada airways system was developed by the construction of a chain of airports, intermediate aerodromes and other air facilities. The Trans-Canada Air Lines came into being by Act of Parliament in 1937 to provide for the development of a government-controlled transcontinental air service.

\* For military air transportation, see Chapter XXVII on Defence of Canada.

† Sections 1 and 2 of Part V of this Chapter were revised in the Department of Transport and Section 3, except where otherwise indicated, in the Transportation Division, Dominion Bureau of Statistics.