

Shipping Subsidies.—Table 29 shows the amounts of steamship subventions paid in connection with contracts made under statutory authority for coastal and inland water-shipping services. The payment of these subventions is administered by the Canadian Maritime Commission.

29.—Steamship Subventions, Years Ended Mar. 31, 1958 and 1959

Service	1958	1959
	\$	\$
Pacific Coast Services—		
Vancouver and northern ports of British Columbia and Queen Charlotte Islands.....	249,167	—
Vancouver and northern British Columbia ports.....	82,400	181,001
Victoria and west coast of Vancouver Island.....	—	76,164
Eastern Services—		
Baddeck and Iona, N.S.....	17,500	17,500
Campobello, N.B., and Lubec, Maine.....	8,600	8,600
Cross Point, Que., and Campbellton, N.B.....	32,000	49,893
Dalhousie, N.B., and Miguasha, Que.....	27,500	27,500
Grand Manan and the mainland, N.B.....	95,000	95,000
Halifax, Canso and Guysborough, N.S.....	26,000	—
Halifax, Canso, Guysborough and Isle Madame.....	—	30,000
Halifax, Tor Bay, Isle Madame, N.S., and ports on the west coast of Cape Breton, N.S.....	23,000	—
Ile aux Coudres and Les Eboulements, Que.....	15,000	15,000
Ile aux Grues and Montmagny, Que. (summer).....	3,300	3,300
Ile aux Grues and Montmagny, Que. (winter).....	1,700	1,700
Mulgrave and Canso, N.S.....	54,900	54,900
Mulgrave, Queensport and Isle Madame, N.S.....	32,500	32,500
Murray Bay and north shore of the St. Lawrence, Que. (winter).....	50,000	120,000
Owen Sound and ports on Manitoulin Island and Georgian Bay, Ont.....	98,322	100,000
Pelee Island and the mainland, Ont.....	42,500	42,500
Pictou, Mulgrave and Cheticamp, N.S.....	17,000	15,044
Pictou, N.S., Charlottetown, P.E.I., and the Magdalen Islands, Que.....	174,000	174,000
Prescott, Ont., and Ogdensburg, N.Y. ¹	—	—
Prince Edward Island and Newfoundland.....	80,000	97,305
Prince Edward Island and Nova Scotia.....	175,000	535,748
Quebec, Natashquan and Harrington, Que.....	607,000	607,000
Quebec or Montreal, Gaspé and the Magdalen Islands, Que.....	189,000	189,000
Rimouski, Matane and ports on the north shore of the St. Lawrence River, Que.....	125,500	125,500
Rivière du Loup and St. Simeon, Que.....	21,000	17,850
Saint John, N.B., Tiverton, Freeport, Westport and Yarmouth, N.S.....	33,000	33,000
Sorel and Ile St. Ignace, Que.....	43,000	43,000
Sydney and Bay St. Lawrence.....	45,000	45,000
Newfoundland Coastal Steamship Services.....	2,740,597	2,990,878
Totals.....	5,109,486	5,728,883

¹ Annual subsidy for this service is \$15,000 refundable in whole or in part. Full refunds have been made to date.

PART V.—CIVIL AIR TRANSPORT*

Section 1.—Administration and Development

Historical Developments.—Canada's aviation history dates back to 1909 when the *Silver Dart*, piloted by Jack McCurdy (Hon. J. A. D. McCurdy, former 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 Canada until World War I. Following the War, many of Canada's wartime aviators assisted in developing air transportation services into inaccessible areas, air forestry patrols and intercity 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.

World War II was a period of intensive construction of airports and aerodromes to meet the requirements for the training of airmen under the British Commonwealth Air Training Plan. At the end of the War, many Service-trained Canadian airmen turned

* Sections 1 and 2 of this Part were revised in the Department of Transport and Section 3, except where otherwise indicated, in the Transportation and Public Utilities Section, Public Finance and Transportation Division, Dominion Bureau of Statistics. For military air transportation, see Chapter XXVI on Defence of Canada.