

Shipping Subsidies.—Table 21 shows the net amount of steamship subventions paid in connection with contracts made for the maintenance of essential coastal and inland water shipping services. The payment of these subventions is administered by the Canadian Maritime Commission under statutory authority.

21.—Steamship Subventions, Years Ended Mar. 31, 1965 and 1966

Services	1965	1966
	\$	\$
Western Local Services—		
Gold River and Zeballos, B.C.....	24,000	24,000
Vancouver and northern British Columbia ports, B.C.....	300,000	300,000
Vancouver and west coast of Vancouver Island, B.C.....	88,000	88,000
Eastern Local Services—		
Dalbousie, N.B., and Miguasha, Que.....	37,500	27,523
Grand Manan and the mainland, N.B.....	112,700	239,500
Halifax, N.S., and St. John's, Nfld.....	118,274	201,373
Ile aux Coudres and Les Eboulements, Que.....	33,000	33,000
Ile aux Grues and Montmagny, Que. (summer).....	6,500	6,500
Ile aux Grues and Montmagny, Que. (winter).....	1,700	1,700
Iles de la Madeleine, Que., Cheticamp and Halifax, N.S.....	32,566	34,436
Iles de la Madeleine and Montreal, Que.....	84,568	109,000
Matane and Godbout, Que.....	1	1
Mulgrave and Canso, N.S.....	52,400	52,400
Mulgrave, Queensport and Isle Madame, N.S.....	31,250	31,250
Owen Sound and ports on Manitoulin Island and Georgian Bay, Ont.....	157,000	157,000
Pelee Island and the mainland, Ont.....	78,695	78,695
Pictou, N.S., Charlottetown, Souris, P.E.I., and Iles de la Madeleine, Que.....	294,000	278,000
Portugal Cove and Bell Island, Nfld.....	275,869	273,307
Prince Edward Island and Newfoundland.....	84,500	82,900
Prince Edward Island and north shore of St. Lawrence River, Que.....	42,500	42,500
Prince Edward Island and Nova Scotia.....	748,882	816,320
Quebec, Natashquan and Blanc Sablon, Que.....	430,000	430,000
Rimouski and north shore ports to Blanc Sablon, Que.....	290,000	280,000
Rivière du Loup and St. Siméon, Que.....	21,000	21,000
Ste. Anne des Monts and Sept Iles, Que.....	50,000	50,000
Saint John, N.B., Westport, Tiverton, Freeport and Yarmouth, N.S.....	38,000	—
Saint John and White Head Island, N.B.....	3,600	3,500
St. Lawrence River and Gaspé ports to Chandler, Que.....	43,000	43,000
Sorel and Ile St. Ignace, Que.....	43,000	43,000
Sydney and Bay St. Lawrence, N.S.....	42,500	—
Trois Pistoles and Les Escoumins, Que.....	5,000	5,000
Twillingate and New World Island, Nfld.....	10,875	50,656
Yarmouth, N.S., and Rockland, Maine, U.S.A.....	8,235	10,650
Newfoundland Coastal Steamship Services.....	4,647,287	5,550,963
Totals.....	8,234,299	9,365,273

¹ Recaptured.

PART V.—CIVIL AIR TRANSPORT

AN OUTLINE OF THE DEVELOPMENT OF CIVIL AIR TRANSPORT IN CANADA*

Canada achieved distinction in pioneering early flight when, in 1907, Dr. Alexander Graham Bell formed the Aerial Experimental Association at Baddeck in Nova Scotia, the objective of which was to build "a practical aerodrome or flying machine driven through the air by its own power and carrying a man" This was accomplished when F. W. Baldwin became the first Canadian and the first member of the British Empire to fly a heavier-than-air machine when he flew at Hammondsport, New York, in April 1908. Another member of the Association, J. A. D. McCurdy, was the first man to fly in Canada when, on Feb. 23, 1909, he flew the famous Silver Dart, which he had been instrumental in building, for half a mile from the ice of Baddeck Bay. Unfortunately, these splendid beginnings produced

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