

## 30.—Steamship Subventions, Years Ended Mar. 31, 1952-54—concluded

Services	1952	1953	1954
	\$	\$	\$
Mulgrave and Canso, N.S.	82,000	82,000	82,000
Mulgrave, Guysborough and Queensport, N.S.	16,500	14,422	21,255
Murray Bay and north shore St. Lawrence, Que. (Winter Service).	50,000	50,000	50,000
Owen Sound and ports on Manitoulin Island and Georgian Bay, Ont.	83,231	72,816	69,553
Pelee Island and the mainland, Ont.	43,537	30,000	35,000
Pietou, Mulgrave and Cheticamp, N.S.	13,500	13,500	13,500
Pietou, N.S., Charlottetown, P.E.I., and Magdalen Islands, Que.	120,000	120,000	120,000
Prescott, Ont., and Ogdensburg, N.Y.	—	—	8,782
Prince Edward Island and Nova Scotia.	130,000	158,000	158,000
Quebec, Natashquan and Harrington, Que., and other ports on the north shore, Gulf of St. Lawrence.	520,000	520,000	520,000
Quebec or Montreal, Gaspé, Que., and Magdalen Islands, calling at way ports.	156,500	156,500	156,500
Rimouski, Matane and ports on the north shore of the St. Lawrence, Que.	125,500	125,500	125,500
Rivière-du-Loup and St. Simeon, Que.	21,000	21,000	21,000
Saint John, N.B., Westport and Yarmouth, N.S., calling at way ports.	29,625	29,625	29,625
Sydney and Bay St. Lawrence, Cape Breton Island, calling at way ports.	40,000	40,000	40,000
Sydney, Bras d'Or Lake ports, ports on the west coast of Cape Breton Island and Prince Edward Island.	30,000	—	—
Sydney and Whyococmagh, Cape Breton Island, calling at way ports.	28,000	28,000	28,000
Yarmouth, N.S., and Boston, Mass.	25,541	33,334	36,000
Newfoundland Coastal Steamship Services.	1,590,000	1,536,000	1,903,116
<b>Ocean Services—</b>			
Canada, New Zealand and Australia.	166,667	166,667	—
Assistance for Canadian Flag Ocean Shipping Industry.	337,500	—	—
<b>Totals.</b>	<b>4,320,459</b>	<b>3,845,364</b>	<b>4,068,930</b>

<sup>1</sup> The annual subsidy for this Service is \$15,000 refundable in whole or in part. Full refund was made in respect of years ended Mar. 31, 1952 and 1953; the amount shown for 1954 is a balance subject to recapture in 1955.

## 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 (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 this country 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 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.

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

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