

At least military ideas are apt to colour the Governmental attitude toward air navigation. In Canada, on the other hand, we have no existing military organization. Attention can be primarily devoted to commercial flying, and to giving it every encouragement, which circumstances and prospects justify. The Air Board is not, however, likely to suggest that Parliament should provide the money, equipment and facilities necessary to do the pioneer commercial work. It is unlikely, for example, to present machines to companies which propose to operate them for commercial purposes, or by the promotion of exhibitions or races to direct attention to aviation in its most dangerous and least useful form. It is also improbable that the Air Board will find it advisable to acquire many more airdromes than are required for actual Government duty, and this number is likely to be exceedingly small. It would be practically impossible to provide airdromes on the same basis as wharfs and harbour facilities. There are comparatively few places, even among those situate on the water, which require wharf or dock accommodation, or are capable of development, as harbours. On the other hand, every city and town, inland and coastal, and, indeed, every village throughout the country, is a possible