

Revenues and Expenses.—No statistics are available regarding expenditures on flying operations by the Dominion and Provincial Governments or by private individuals. Table 5 shows the total revenues and expenditures of Provincial Governments, flying clubs, and commercial flying organizations.

5.—Revenues and Expenditures of Provincial Governments, Flying Clubs, and Commercial Organizations for Civil Aviation in Canada, 1938.

NOTE.—International companies not included.

Item.	Provincial Government.	Light Aeroplane Clubs.	Commercial, Canadian. ¹	Total.
	\$	\$	\$	\$
Total operating revenues.....	12,209	227,932	3,451,083	3,691,224
Total operating expenditures.....	346,444	224,638	4,832,480	5,403,562
Net operating revenues.....	Dr. 334,235	3,294	Dr. 1,381,397	Dr. 1,712,338

¹ Includes Trans-Canada Air Lines.

Personnel and Employees.—The numbers of pilots and engineers holding licences under the Controller of Civil Aviation at Mar. 31, 1939, were as follows: private air pilots 723; commercial air pilots 216; limited commercial pilots 174; transport pilots 135; and air engineers 649.

6.—Employees and Salaries and Wages in Civil Aviation in Canada, 1938.

NOTE.—International companies not included.

Item.	Provincial Government.	Light Aeroplane Clubs.	Commercial, Canadian. ¹	Total.
Employees.....No.	92	87	868	1,047
Salaries and wages..... \$	172,108	97,939	1,452,602	1,722,649

¹ Includes Trans-Canada Air Lines.

Section 4.—Traffic.

The freight carried by aircraft consists largely of machinery, supplies, etc., for mines in the northern part of Quebec, Ontario, the western provinces, and the Northwest Territories. Many of these mines are accessible only by canoe in the summer and dog team in the winter or by aircraft, and aircraft transportation will probably be the cheapest and most effective method of transportation during the life of a large number of them. The amount of freight and express carried by aircraft has grown steadily and rapidly, increasing from 2,372,467 pounds in 1931 to 21,704,587 pounds in 1938. This is considerably more than was carried in any other country, with the possible exception of Russia; the United States reported 7,336,000 pounds for 1938. The activity in mining, particularly in gold mining due to the increased price of gold, has been a large factor in this rapid growth of air transportation of freight and express. Much mail, not included in the mail carried under contract, is also carried into the mines by aircraft. Further information regarding air-mail services appears under Part VIII of this chapter dealing with the Post Office at p. 738.