

**Air-Mail Services.**—Regular air-mail services were established in December, 1927. Statistics of the air-mail services, showing routes operated, mileage flown, and mail carried during the year ended Mar. 31, 1940, will be found in Table 6, p. 646, under Part VIII of this chapter dealing with the Post Office.

## Section 2.—Airports and Aircraft

### Subsection 1.—Summary Statistics of Civil Aviation

From commercial operators of aircraft, aeroplane clubs, etc., the Bureau of Statistics collects and compiles civil aviation statistics, with the exception of data on licences and accidents, which are reported by the Civil Aviation Division of the Department of Transport. To preserve as much continuity with earlier statistics as possible, figures for certain important items are given in Table 1 for the years 1934-39. However, statistics collected since 1936 have been somewhat enlarged and consequently for some items in Table 1 and for much of the data in the following tables no figures are available prior to 1936.

The chief purpose of the aeroplane clubs is the training of pilots, and to enable them to carry on this work they are subsidized by the Dominion Government. For flights around the club fields and in instruction and practice, no statistics are collected of miles flown but for flights from port to port the mileage is collected for aircraft and passengers. Provincial aircraft are engaged almost entirely in forest protection, aerial surveying and similar work and Dominion civil aircraft carry on similar operations together with inspection work, transportation of officials, etc.

Beginning with the statistics for 1939, an additional classification has been made for schools and sightseeing. The latter term applies to operators whose main activity is taking passengers up for short flights and landing at the point of take-off. However, such operators and also the schools perform, from time to time, what may be considered as transportation service, that is, transporting passengers and goods from place to place. Because the inclusion of the statistics of these operators with those of the commercial aerial transportation companies causes some confusion, an attempt has been made to segregate them.

The commercial companies are divided into two classes, those engaged principally in international flying between Canada and the United States and those engaged exclusively or almost exclusively in flying between Canadian stations. A small amount of strictly Canadian flying is done by the international companies.

Regular flying on the Montreal to Vancouver portion of the Trans-Canada Airway began toward the end of 1938. Therefore the statistics for 1939 were the first to include extensive operations of the Trans-Canada Air Lines. This company is in a class by itself in Canadian aviation at present, and its inclusion somewhat distorts comparisons with data of previous years. The long journey and relatively heavy passenger traffic raises the average journey and average passenger per aircraft mile, although the business of other companies may be practically unchanged. The companies operating in the north country carry passengers, freight and supplies into and out of the mines and account for the large volume of freight carried by air in Canada. Because of this feature of civil aviation in Canada, it is difficult to make comparisons with other countries where the traffic is principally inter-urban passenger traffic between well-established airports.