

1.—Summary Statistics of Civil Aviation in Canada, 1934-39

NOTE.—Figures for 1921-23 may be found at p. 616 of the 1924 edition of the Year Book, for 1924-29 at p. 661 of the 1930 edition, and for 1930-33 at p. 698 of the 1936 Year Book. Since publication of the 1940 Year Book, several items of minor importance have been dropped and more important items introduced.

Item	1934	1935	1936	1937	1938	1939
General Analysis						
Aircraft hours flown.....No.	75,871	88,451	101,953	126,896	133,168	145,638
Aircraft mileage flown....."	6,497,637	7,522,102	7,803,942	10,755,524	12,294,088	10,969,271
Passengers carried....."	80,806	157,472	118,660	141,158	139,806	161,503
Passengers carried one mile....."	6,266,475	7,936,950	10,105,936	14,511,930	14,886,718	26,107,750
Freight carried.....lb.	14,441,179	17,615,910	25,387,719	26,279,156	21,704,587	21,253,364
Mail carried ¹"	625,040	1,126,084	1,161,069	1,450,473	1,901,711	1,900,347
Freight ton-miles flown.....No.	2	2	1,075,029	1,874,723	1,038,738	1,037,562
Mail ton-miles flown....."	2	2	89,588	112,558	281,667	433,349
Gasoline consumed.....gal.	2	2	1,681,517	2,222,733	2,857,847	3,297,410
Lubricating oil consumed....."	2	2	51,730	64,371	63,256	68,756
Licensed Civil Air Harbours						
Airports (all types).....No.	101	96	155	158	123	124
Licensed Civil Aircraft²						
Total Aircraft (all types)—						
Gross weight—						
Up to 2,000 lb.....No.	4	4	4	316	222	283
2,001-4,000 lb....."	4	4	4	132	113	96
4,001-10,000 lb....."	4	4	4	147	119	90
Over 10,000 lb....."	4	4	5	9	17	19
Type—						
Sea boats.....No.	4	4	4	32	23	24
Amphibians....."	4	4	4	1	3	2
Land planes....."	4	4	4	322	244	230
Convertibles....."	368	380	450	249	201	232
Licensed Civil Air Personnel						
Commercial pilots.....No.	405	414	380	320	226	166
Limited commercial pilots....."	5		65	129	165	191
Transport pilots....."	5		42	73	130	147
Private pilots....."	429	496	559	635	734	795
Air engineers....."	461	472	533	595	643	722

¹ Compiled upon a different basis from that of the Post Office shown at p. 646.

² Figures not

available prior to 1936.

³ Details of licensed aircraft for 1939 are given in Table 3.

⁴ No

information reported.

⁵ This class did not exist prior to 1936.

Subsection 2.—Ground Facilities

Early ground facilities for civil aviation in Canada consisted chiefly of municipal or flying-club airports adjacent to the larger urban centres, and of numerous terminals from which commercial flying services operated, mainly into the northern mining regions. A large air terminal was built at St. Hubert, seven miles south of Montreal, with immigration, customs and postal facilities available. These earlier airports formed the nucleus which, with many additions and improvements, became the chain of aerodromes constituting the Trans-Canada Airway. The development of this Airway and the use and expansion of the ground facilities for military purposes since the outbreak of war have affected the status and facilities of many former municipal airports.