

7.—Employees and Salaries and Wages in Civil Aviation in Canada, 1939

Class of Employee	Provincial Government		Schools and Sightseeing		Light Aeroplane Clubs		Commercial, ¹ Canadian		Totals	
	No.	\$	No.	\$	No.	\$	No.	\$	No.	\$
General officers.....	5	16,500	5	17,617	6	9,026	36	164,217	52	207,360
Clerks.....	5	6,675	6	4,367	10	7,285	142	173,691	163	192,018
Licensed pilots.....	29	73,447	22	30,646	43	80,907	182	571,333	276	756,333
Licensed engineers.....	35	66,042	6	6,657	26	28,171	163	281,572	230	382,442
Mechanics and other aircraft employees.....	11	16,725	14	12,697	25	10,381	227	254,172	277	293,975
Other employees.....	8	5,109	2	260	8	3,886	300	373,422	318	382,677
Totals.....	93	184,498	55	72,244	118	139,656	1,050	1,818,407	1,316	2,214,805

¹ Includes Trans-Canada Air Lines.

Section 4.—Aerial Traffic

A reference to Table 1 p. 616 shows a large increase in 1939 in the passenger traffic as indicated by the passengers carried one mile. This is due to the increased passenger travel resulting from the inauguration of services by the Trans-Canada Air Lines.

The freight carried by aircraft consists largely of machinery, supplies, etc., for mines in the northern parts of Quebec, Ontario, and the western provinces and in 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 carried by aircraft grew rapidly, increasing from 2,372,467 pounds in 1931 to a record of 26,279,156 pounds in 1937. This is considerably more than was carried in any other country, with the possible exception of Russia; the United States reported 9,514,299 pounds for 1939. The activity in mining, particularly for gold, owing to the increased price of gold, has been a large factor in this rapid growth of air transportation of freight. 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 pp. 645-646.

Some countries include in their statistics traffic between two foreign stations of companies incorporated in the reporting country. In Table 8 statistics of companies operating regular routes between points in Canada and the United States are shown separately. These statistics include only those of traffic between the two countries that originates or terminates in Canada and, therefore, exclude traffic carried by these lines between foreign stations. Reported miles flown are only those flown over Canadian territory and the same mileage is used in computing passenger miles and ton miles.