

## 10.—Civil Aviation Accidents in Canada, 1939

Class of Flight	Accidents—			Persons Killed			Persons Injured		
	Involving Death or Injury	to Aircraft Only	Total	Pilots	Pass- engers	Total	Pilots	Pass- engers	Total
	No.	No.	No.	No.	No.	No.	No.	No.	No.
Commercial.....	7	75	82	6	7	13	2	6	8
Private.....	3	14	17	1	2	3	Nil	Nil	-
Training.....	Nil	21	21	Nil	Nil	-	"	"	-
State.....	"	7	7	"	"	-	"	"	-
<b>Totals.....</b>	<b>10</b>	<b>117</b>	<b>127</b>	<b>7</b>	<b>9</b>	<b>16</b>	<b>2</b>	<b>6</b>	<b>8</b>

## 11.—Operation and Accident Averages in Civil Aviation in Canada, 1937-39

Item	1937	1938	1939
<b>All Civil Aviation</b>			
Aircraft hours flown per accident <sup>1</sup> .....	126,896	133,168	147,643
Aircraft hours flown per fatality.....	15,862	7,833	9,228
Aircraft hours flown per injury.....	18,127	10,244	18,580
<b>Commercial Aviation (Canadian)</b>			
Average passenger journey (miles).....	103	97	217
Aircraft miles per gallon of fuel <sup>2</sup> .....	5.1	4.9	3.5
Passengers killed per million passenger miles.....	0.17	0.69	0.29
Passengers injured per million passenger miles.....	0.25	0.59	0.25
Pilots killed per million aircraft miles.....	0.11	0.95	0.62
Pilots injured per million aircraft miles.....	0.21	0.47	0.21

<sup>1</sup> Accidents involving death or injury. <sup>2</sup> Slightly below actual figures because of exclusion of miles flown in aerial photography and such services.

## PART VI.—WIRE COMMUNICATIONS\*

## Section 1.—Telegraphs

The early history of telegraphic communication in Canada is given at p. 778 of the 1934-35 Year Book.

**Dominion Government Telegraph Service.**—This service is operated by the Telegraph Branch of the Department of Public Works. Its general object has been to furnish wire communications for outlying and sparsely settled districts where the amount of business is so small that commercial companies will not enter the field but where the public interests require that there should be communication. Thus these facilities include: telegraph and telephone services to scattered settlements around the coast of Cape Breton Island; cable services to Campobello, Grand Manan, and other islands in the Bay of Fundy, to Prince Edward Island, Magdalen Islands, and Anticosti Island in the Gulf of St. Lawrence; telegraph or telephone services along the north shore of the Gulf of St. Lawrence from Quebec to the Straits of Belle Isle; cable connections with Pelee and Manitoulin Islands in Ontario; some lines to northern outlying districts in Saskatchewan; lines from Edmonton to the Athabaska and Peace River country in Alberta; telegraph or telephone communications around the coast of Vancouver Island and to fishing, lumbering and mining settlements along the coast of the mainland of British Columbia, as well as to isolated mining centres in the interior; and finally the overland telegraph line to Dawson and other settlements in Yukon.

\* Revised by G. S. Wrong, B.Sc., Chief of the Transportation and Public Utilities Branch of the Dominion Bureau of Statistics. This Branch issues annual reports dealing with telegraph and telephone statistics.