

1.—Summary Statistics of Civil Aviation in Canada, 1935-40

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 1930-34 at p. 698 of the 1936 Year Book. Statistics for the Trans-Canada Airway are included for the first time for 1939, and general comparisons with figures for previous years thereby distorted (see text p. 639).

Item	1935	1936	1937	1938	1939	1940
General Analysis						
Aircraft hours flown..... No.	88,451	101,953	126,896	133,168	145,638	151,828
Aircraft mileage flown ¹ "	7,522,102	7,100,401	10,055,747	11,231,027	10,541,099	11,012,587
Passengers carried ¹ "	157,472	111,302	134,148	131,107	154,944	149,025
Passengers carried one mile ¹ "	7,936,950	9,653,196	14,056,433	13,530,741	24,705,257	41,165,802
Freight carried ¹ lb.	17,615,910	22,947,105	24,317,610	19,623,133	19,379,700	14,436,571
Mail carried ² "	1,126,084	1,161,069	1,450,473	1,901,711	1,900,347	2,710,995
Freight ton-miles flown ¹ No.	3	1,066,036	1,874,723	960,836	967,113	946,195
Mail ton-miles flown..... "	3	89,588	112,558	281,667	433,349	610,053
Gasoline consumed..... gal.	3	1,681,517	2,222,733	2,857,847	3,297,410	4,084,465
Lubricating oil consumed..... "	3	51,730	64,371	63,250	68,756	93,543
Licensed Civil Air Harbours						
Airports (all types)..... No.	96	155	158	123	124	180 ⁴
Licensed Civil Aircraft⁵						
Total Aircraft (all types)—						
Gross weight—						
Up to 2,000 lb..... No.	6	6	316	222	283	267
2,001- 4,000 lb..... "	6	6	132	113	96	85
4,001-10,000 lb..... "	6	6	147	119	90	103
Over 10,000 lb..... "	6	5	9	17	19	18
Type—						
Seaplanes..... No.	6	6	32	23	24	24
Amphibians..... "	6	6	1	3	2	1
Land planes..... "	6	6	322	244	230	220
Convertibles..... "	380	450	249	201	232	228
Licensed Civil Air Personnel						
Commercial pilots..... No.	414	380	320	226	166	156
Limited commercial pilots..... "	7	65	129	165	191	195
Transport pilots..... "	7	42	73	130	147	144
Private pilots..... "	496	559	635	734	795	793
Air engineers..... "	472	533	595	643	722	735

¹ Revised since the publication of the 1941 Year Book for the years 1935-39 to exclude provincial and Dominion aircraft data. ² Compiled upon a different basis from that of the Post Office shown at p. 668. ³ Figures not available prior to 1936. ⁴ As at Dec. 31, 1941; figure not available for 1940. ⁵ Details of licensed aircraft for 1940 are given in Table 3. ⁶ No information reported.

⁷ 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.