

Trans-Canada Airway, nor expenditures on military aerodromes, the former being covered in Subsection 1. Complete statistics are not available regarding the investments in airports by municipalities.

No statistics are available regarding expenditures on flying operations by the Dominion and Provincial Governments or by private individuals.

**5.—Investments, Revenues and Expenditures in connection with Civil Aviation in Canada, 1940**

NOTE.—These figures do not cover the entire field of civil aviation: see preceding text.

Item	Schools and Sightseeing	Light Aeroplane Clubs	Commercial		Total
			Licensed	Non-licensed	
<b>Investments</b>	\$	\$	\$	\$	\$
Lands and buildings.....	6,994	135,094	1,528,730	50,979	1,721,797
Aircraft engines, etc.....	83,390	111,869	5,971,734	315,110	6,482,103
Tools and equipment.....	2,947	17,911	803,663	4,270	828,791
Furniture, office appliances.....	20,067	4,079	265,097	2,673	291,916
Miscellaneous.....	Nil	11,292	18,904	Nil	30,196
<b>Totals.....</b>	<b>113,398</b>	<b>280,245</b>	<b>8,588,128</b>	<b>373,032</b>	<b>9,354,803</b>
<b>Revenues and Expenditures</b>					
Revenues.....	90,585	437,574	7,323,516	143,079	7,994,754
Expenditures.....	85,526	388,571	6,807,946	146,165	7,428,208

**Employees, Salaries and Wages.**—The numbers of civil air personnel licensed in recent years is shown in Table 1, p. 640. However, those figures include pilots and engineers in the employ of the Dominion Government and of private individuals as well as those not employed at all in the ordinary sense, and licensed personnel of these classes are not included in the classes shown in Table 6.

**6.—Employees and Salaries and Wages in Civil Aviation in Canada, 1940**

Class of Employee	Provincial Government		Schools and Sightseeing		Light Aeroplane Clubs		Commercial, Canadian <sup>1</sup>		Totals	
	No.	\$	No.	\$	No.	\$	No.	\$	No.	\$
General officers.....	5	16,483	2	3,800	10	15,931	45	201,097	62	237,311
Clerks.....	3	6,080	5	4,410	16	9,536	205	241,171	229	261,197
Licensed pilots.....	23	68,092	9	13,736	46	79,172	182	661,206	260	822,206
Licensed engineers.....	30	63,678	2	4,140	28	30,276	154	285,614	214	383,708
Mechanics and other aircraft employees.....	9	16,000	7	2,414	46	17,919	374	424,259	436	460,592
Other employees.....	11	9,941	1	870	20	8,693	292	379,688	324	399,192
<b>Totals.....</b>	<b>81</b>	<b>180,274</b>	<b>26</b>	<b>29,370</b>	<b>166</b>	<b>161,527</b>	<b>1,252</b>	<b>2,193,035</b>	<b>1,525</b>	<b>2,564,206</b>

<sup>1</sup> Includes Trans-Canada Air Lines.

**Section 4.—Aerial Traffic**

A reference to Table 1, p. 640, shows a large increase in 1940 in the passenger traffic as indicated by the passengers carried one mile. 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 lb. in 1931 to a record of 24,317,610 lb. for 1937; but has since decreased to 14,436,571 lb. for 1940. This is considerably more than was carried in any other country, with the possible exception of Russia; the United States reported