

Pre-War Civil Aviation and the Defence Program.—An article describing the developments of importance in civil aviation prior to the outbreak of war in 1939, and also the contribution that civil aviation has made to the air defence program, is given at pp. 608-612 of the 1941 edition.

Subsection 2.—Administration

The 1942 Year Book, at pp. 638-639, outlines the administrative arrangements for the control of civil aviation. Later developments are given in the Section on War-Time Control of Transportation, at pp. 571-575.

Section 2.—Airports and Aircraft

Subsection 1.—Summary Statistics of Civil Aviation

From commercial operators of aircraft, aeroplane clubs, etc., the Bureau of Statistics collects and compiles civil aviation statistics, with the exception of data on licences and accidents, which are reported by the Civil Aviation Division of the Department of Transport. To preserve as much continuity with earlier statistics as possible, figures for certain important items are given in Table 1 for the years 1937-42. However, statistics collected since 1936 have been somewhat enlarged and consequently for some items in Table 1 and for much of the data in the following tables no figures are available prior to 1936.

The commercial companies are divided into two classes, those engaged principally in international flying between Canada and the United States and those engaged exclusively or almost exclusively in flying between Canadian stations. A small amount of strictly Canadian flying is done by the international companies.

Regular flying on the Montreal to Vancouver portion of the Trans-Canada Airway began toward the end of 1938. Therefore the statistics for 1939 were the first to include extensive operations of the Trans-Canada Air Lines. This company is in a class by itself in Canadian aviation at present, and its inclusion somewhat distorts comparisons with data of previous years. The long journey and relatively heavy passenger traffic raises the average journey and average passenger per aircraft mile, although the business of other companies may be practically unchanged. The companies operating in the north country carry passengers, freight and supplies into and out of the mines and account for the large volume of freight carried by air in Canada. Because of this feature of civil aviation in Canada, it is difficult to make comparisons with other countries where the traffic is principally inter-urban passenger traffic between well-established airports.

1.—Summary Statistics of Civil Aviation in Canada, 1937-42

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, for 1930-34 at p. 698 of the 1936 edition and for 1935 and 1936 at p. 640 of the 1942 Year Book. Statistics for the Trans-Canada Airway were included for the first time in 1939, and general comparisons of figures after 1938 with previous years are thereby distorted (see text above).

Item	1937	1938	1939	1940	1941	1942
General Analysis						
Aircraft hours flown..... No.	126,896	133,168	145,638	151,828	132,823	117,876
Aircraft mileage flown..... "	10,055,747	11,231,027	10,541,099	11,012,587	12,508,390	13,329,143
Passengers carried..... "	134,148	131,107	154,944	149,025	208,059	229,047
Passengers carried one mile..... "	14,056,433	13,530,746 ¹	24,705,257	41,165,802	56,723,714	73,206,601
Freight carried..... lb	24,317,610	19,623,133	19,379,700	14,436,571	16,559,611	12,651,939
Mail carried ² "	1,450,473	1,901,711	1,900,347	2,710,995	3,411,971	5,470,209
Freight ton-miles flown..... No.	1,874,723	960,836	967,113	946,195	1,125,537	1,273,950
Mail ton-miles flown..... "	112,558	281,567	433,349	610,053	894,578	1,484,314
Gasoline consumed..... gal.	2,222,733	2,857,847	3,297,410	3,959,798 ¹	4,389,648	4,653,555
Lubricating oil consumed..... "	64,371	63,256	68,756	92,719 ¹	104,758	104,441

For footnotes, see end of table, p. 631.