

5.—Employees and Salaries and Wages in Civil Aviation in Canada, 1941 and 1942— concluded

Year and Class of Employee	Provincial Government		Schools and Sightseeing		Commercial, Canadian ¹		Totals	
	No.	\$	No.	\$	No.	\$	No.	\$
1942								
General officers.....	5	17,252	2	4,518	89	279,463	96	301,233
Clerks.....	4	7,024	3	2,915	364	505,630	371	515,569
Licensed pilots.....	22	65,530	8	13,939	224	1,046,122	254	1,125,641
Licensed engineers.....	28	66,821	6	6,933	171	410,685	205	484,439
Mechanics and other aircraft employees.....	9	19,664	6	5,745	954	1,361,566	969	1,386,975
Other employees.....	10	8,417	4	3,205	523	775,915	537	787,537
Totals, 1942.....	78	184,758	29	37,255	2,325	4,379,381	2,432	4,601,394

¹ Includes Trans-Canada Air Lines.

Section 4.—Aerial Traffic*

Table 1, p. 630, shows large increases in 1941 and 1942 in 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; it has since decreased to 16,559,611 lb. for 1941 and 12,651,939 for 1942. The decline in air traffic since 1939 has been closely connected with the decline in the gold-mining industry and the restrictions in the use of aircraft for trapping and other operations. In the years before the War a large part of the air freight was mine machinery and supplies to gold-mining companies. Further information regarding air-mail services appears in Part VIII of this Chapter, pp. 650-657.

Some countries include in their statistics traffic between two foreign stations of companies incorporated in the reporting country. In Table 6 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, except a small amount of through traffic flown over Canadian territory, as covered by the footnotes to Table 6. Reported miles flown are those flown over Canadian territory only and the same mileage is used in computing passenger-miles and ton-miles.

6.—Operations of Civil Aircraft in Canada, 1941

Item	Provincial Government	Schools ¹	Commercial Companies			Total ²
			Inter- national	Canadian Licensed ²	Un- licensed	
Aircraft Miles Flown—						
Revenue.....No			770,691	10,816,814	259,595	11,810,668
Non-revenue....."			9,179	250,431	438,112	697,722
Totals....."			779,870	11,067,245	697,707	12,508,390
Passengers Carried—						
Revenue.....No			54,610	135,157	6,499	193,011
Non-revenue....."			4,278	4,480	6,315	15,048
Totals....."			58,888 ³	139,637	12,814	208,059

For footnotes, see end of table, p. 636.