

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

4.—Cost of Property, Revenues and Expenditures for Licensed and Unlicensed Commercial Air Carriers in Canada, 1943

Item	Commercial Canadian Carriers		
	Licensed	Unlicensed	Total
	\$	\$	\$
Cost of Property—			
Aircraft.....	5,433,575	257,232	5,690,807
Aircraft engines.....	2,549,417	24,614	2,574,031
Buildings and improvements.....	1,696,433	87,570	1,784,003
Miscellaneous.....	2,076,746	51,974	2,128,720
Totals, Cost of Property.....	11,756,171	421,390	12,177,561
Revenues and Expenditures—			
Revenues.....	16,077,331	309,658	16,386,989
Expenditures.....	16,176,867	485,073	16,662,940

Subsection 2.—Employees and Salaries and Wages

The numbers of civil air personnel licensed in recent years is shown in Table 1, p. 714. 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; licensed personnel of these classes are not included in the classes shown in Table 5.

5.—Employees and Salaries and Wages in Civil Aviation in Canada, 1943

Class of Employee	Provincial Government		Commercial Canadian		Total	
	No.	\$	No.	\$	No.	\$
General officers.....	5	17,738	38	254,234	43	271,972
Clerks.....	5	6,435	675	941,367	680	947,802
Pilots.....	22	59,817	283	1,332,311	305	1,392,128
Engineers.....	26	63,574	239	544,087	265	607,661
Mechanics and other aircraft employees.....	11	22,354	1,364	2,077,379	1,375	2,099,733
Other employees.....	9	10,466	817	1,221,409	826	1,231,875
Totals.....	78	180,384	3,416	6,370,787	3,494	6,551,171

¹ Exclusive of 26 employees paid \$28,035—Canadian domiciled employees of United States carriers.

Section 4.—Aerial Traffic

Table 1, p. 713, shows large increases in 1941, 1942 and 1943 in passenger traffic as indicated by the passengers carried one mile. 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. in 1937; it has since decreased to 16,559,611 lb. for 1941 and 13,853,563 lb. for 1943. 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. Many of these mines, located in the northern parts of Quebec, Ontario and the western provinces and in