

Subsection 2.—Employees and Salaries and Wages

The numbers of civil air personnel licensed in recent years is shown in Table 1, p. 720. However, those figures include pilots and engineers in the employ of the Federal Government and of private individuals as well as those not employed at all in the ordinary sense.

5.—Employees and Salaries and Wages in Civil Aviation in Canada, 1945

Class of Employee	Scheduled		Non-Scheduled		Totals	
	No.	\$	No.	\$	No.	\$
General officers.....	116	635,002	18	59,812	134	694,814
Clerks.....	604	912,370	25	31,691	629	944,061
Pilots.....	158	1,015,753	55	141,884	213	1,157,637
Co-pilots.....	114	401,976	—	—	114	401,976
Despatchers.....	50	113,051	1	300	51	113,351
Communication operators.....	316	519,769	—	—	316	519,769
Stewards or other attendants.....	98	166,406	—	—	98	166,406
Air engineers.....	176	395,397	46	98,365	222	493,762
Mechanics.....	1,456	2,844,439	82	120,421	1,538	2,964,860
Airport employees.....	643	972,139	6	6,395	649	978,534
Stores employees.....	115	175,491	9	13,921	124	189,412
Other employees.....	288	544,369	54	83,420	342	627,789
Totals.....	4,134	8,696,162	296	556,209	4,430¹	9,252,371¹

¹ Exclusive of 67 employees paid \$185,021—Canadian domiciled employees of international carriers.

Section 4.—Aerial Traffic

Table 1, p. 720, shows large increases in passenger traffic during the years from 1940 to 1945. 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 decreased considerably during the war years, amounting to 14,462,400 lb. in 1945, due mainly to 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 the Northwest Territories, were accessible only by canoe in the summer and dog team in the winter or by aircraft, and aircraft transportation was the cheapest and most effective method of transportation. Further information regarding air-mail services appears in Part VIII of this Chapter, p. 745.

Statistics for international carriers include only traffic over Canadian territory for both Canadian and foreign operators. A small traffic across Canadian territory and between foreign stations is also included. Statistics for Canadian carriers operating international routes are included both as "International" and "Canadian" but duplications are excluded in the totals.