

Subsection 2.—Employees and Salaries and Wages

The numbers of civil air personnel licensed in recent years is shown in Table 3, p. 752. 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.

7.—Employees and Salaries and Wages in Civil Aviation in Canada, 1946

Class of Employee	Scheduled		Non-Scheduled		Totals	
	No.	\$	No.	\$	No.	\$
General officers.....	158	869,541	19	69,814	177	939,355
Clerks.....	600	925,984	30	34,339	630	960,323
Pilots.....	200	1,263,286	59	156,579	259	1,419,865
Co-pilots.....	170	591,352	2	4,797	172	596,149
Despatchers.....	70	204,249	3	4,360	73	208,609
Communication operators.....	327	579,766	1	3,920	328	583,686
Stewards or other attendants.....	140	247,936	1	1,233	141	249,169
Air engineers.....	252	620,966	29	61,926	281	682,892
Mechanics.....	1,641	3,332,612	75	120,027	1,716	3,452,639
Airport employees.....	826	1,334,087	14	16,997	840	1,351,084
Stores employees.....	148	244,125	8	12,157	156	256,282
Other employees.....	624	1,313,467	16	21,453	640	1,334,920
Totals.....	5,156¹	11,527,371¹	257	507,602	5,413¹	12,034,973¹

¹Exclusive of 115 employees paid \$295,044—Canadian domiciled employees of international carriers.

Section 4.—Aerial Traffic

Table 3, pp. 751-752, shows large increases in passenger traffic during the years from 1941 to 1946. The amount of freight carried by aircraft grew rapidly, increasing from 2,372,467 lb. in 1931 to a pre-war 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. However, recovery was rapid in 1946 and a new record of 25,226,986 lbs. was established. 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. 779.

Statistics for international carriers include 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.