7.—Operation and Maintenance Expenditures and Revenues of the Department of Transport in connection with Civil Aviation, Years Ended Mar. 31, 1947-49—concluded

Item	1947	1948	1949
	\$	\$	8
Revenues and Receipts—	ļ	1	
Private air pilots' certificates	1.934	3,772	2.822
Aircraft registration fees	4,720	10,487	4,461
Airport licences	630	951	570
Airworthiness certificates	3,685	4.930	1,575
Fines—Aeronautics Act and Regulations	140	940	1,124
Airport landing fees	157,217	343, 129	426.742
Passenger tolls	2,776		
Rental at airports	195,131	271,647	328,627
Outside and hangar space rental	148, 103	193.084	342,403
Rental of equipment	24,220	28,575	13,534
Rental—employees quarters	59,038	62,396	87, 195
Miscellaneous rental	3,633	1.856	30,306
Power service	9,207	15,548	59,041
Concessions—			10
Gasoline and oil	- 1	95,940	173,878
Taxi		6,326	29,897
_ Telephone		1,575	2,685
Telephone service		22,047	33,614
Airport radio service to aircraft	27,524	58,880	82,263
Radio message tolls	22,746	31,508	28,952
Mess receipts	30, 182	23,000	27,950
Miscellaneous revenue	42,776	30,662	28.954
Refund of previous years' expenditure	409,997	41,197	40,992
Totals, Revenues and Receipts	1,143,659	1,248,450	1,747,585

No statistics are available regarding expenditures on flying operations by the Federal and Provincial Governments or by private individuals, but capital expenditures made by commercial air carriers for property as reported for the end of 1948 are shown in Table 8.

8.—Cost of Property, Revenues and Expenditures for Scheduled and Other Commercial Air Carriers, 1948

	Commercial Canadian Carriers			
Item	Scheduled	Other	Total	
	\$	8	\$	
Property Account— Aircraft Aircraft engines. Buildings and improvements. Miscellaneous.	18,409,734 4,215,642 3,268,484 3,862,215	2,349,740 448,174 633,262 682,261	20,759,474 4,663,816 3,901,746 4,544,476	
Totals, Cost of Property	29,756,075	4,113,437	33,809,512	
Revenues and Expenditures— Revenues. Expenditures.	28,005,903 28,917,426	5,706,426 5,882,244	33,712,329 34,799,670	

Employees and Salaries and Wages.—The numbers of civil air personnel licensed in recent years are shown in Table 4, p. 787. 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.