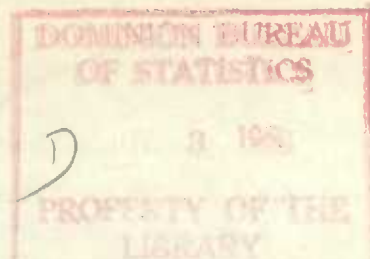


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CIVIL AVIATION

1949

Preamble

Under the joint masthead of the Bureau of Statistics and the Air Transport Board, monthly reports on Civil Aviation in Canada are issued regularly giving the principal statistics on the operations of each scheduled Canadian carrier and the totals for the majority of the other air carriers operating in Canada. The current report includes statistics on the same basis as the monthly summaries and, in addition, some statistics for "D" class or specialty carriers. Corrections in the preliminary or monthly summary have been made in this report as derived from the annual reports of each company. Commercial operators are presently divided into four main classes, "A" - scheduled, "B" and "C" - non-scheduled and "D" - specialty carriers, such as aerial survey, training, dusting, etc. Only the "A", "B" and "C" operations are included in the monthly reports on Civil Aviation published by the Bureau. The annual totals, however, include the available data on "D" class carriers. Consequently the preliminary annual report will not agree with the current annual in such items as miles flown, gasoline and oil consumed and their cost, or number of hours flown, etc.

Freight or goods includes freight, express and excess baggage carried, and also mail matter when transported other than under the post office department contract.

Statistics in Table 1 are not comparable throughout as totals for 1949 to 1946 do not include certain non-commercial operations which, however, represent but a very small segment of the industry. In fact, the statistics during the war years shown (1943-1945) must be considered with reservations, and only in 1946 does a modern civil aviation industry evolve. Operations in the pre-war period were carried on principally by our renowned "bush fliers" and few inter-city scheduled services were then available. During the war, the volume of traffic was controlled by emergency regulations, non-availability of new planes and equipment and by the absence of qualified personnel who had flocked to the Air Force. Aircraft miles flown in Canada have more than tripled since 1939 when they were slightly under 11 millions. The wartime peak occurred in 1945 at some 20.1 million miles. Regular inter-city commercial service has become commonplace only since 1946. The Trans-Canada Air Lines was being organized when war was declared in 1939 and development up to the end of 1945 was greatly retarded by war conditions. At present, over 80 p.c. of the passenger miles flown are scheduled on inter-city services which did not exist previous to 1939. By the end of 1949 some \$675 millions had been invested in the development of airports, airways, flying facilities, etc.

Review of 1949 Operations

A feature of 1949 was the advance registered by scheduled operators while the smaller carriers generally reported reduced activity as they numbered 31 fewer than at the end of 1948. Total revenue mileage flown by all commercial aircraft during 1949 totalled 35,925,311 miles, a slight gain over the 35,852,977 miles shown for 1948. Non-revenue flying was down from 2,461,124 to 1,821,675 miles. Good increases over the previous year were recorded in revenue miles flown by scheduled Canadian carriers and by foreign international airlines while the mileage of other Canadian carriers declined. The year's mileage was over fourfold the average shown for the years 1935 - 1939. The number of revenue passengers carried, a new all-time high at 1,211,149, compares with 1,054,778 in 1948, the total eliminating those between foreign stations. The advance was thus 156,371 or nearly 15 p.c.

Revenue passenger miles amounted to 392,507,141, a gain of 22 p.c. over the total for the preceding year of 321,704,118 miles. Miles flown by aircraft on revenue service increased only fractionally from 35,855,000 to over

55,925,000 miles, indicating the use of larger capacity planes when related to the advance of 22 p.c. in passenger miles. Revenue passenger mileage for 1949 was nearly 18 times that shown for 1939, representing the prodigious progress made towards the general acceptance of air travel by the Canadian public within a decade. Average journey was some 324 miles during 1949 compared with 305 miles for 1948. The total weight of goods carried by all lines at 57,097,767 pounds was down slightly from 1948 volume. Revenue freight reported by Canadian carriers totalled 50,637,128 pounds or 1,308,557 pounds under 1948 with the scheduled carriers showing the largest loss. However, revenue goods ton miles registered an encouraging gain of nearly 10 p.c. with a total of 4,669,861 against 4,248,630 ton miles in the previous year, indicating a considerably longer lift per pound.

Air mail carried increased to 15,506,220 pounds, a rise of 53.6 p.c. or 5,595,968 pounds more than transported by air in 1948, the previous record year. Mail ton miles advanced from 2,860,796 to 4,108,488 ton miles, up 43.6 p.c. over the preceding year as first class mail was accorded all convenient air service.

Aircraft flying time was reduced from 1948 when 299,558 hours were logged to 280,321 hours. Both revenue and non-revenue time were lower while miscellaneous was up fractionally. Revenue hours totalled 217,163 against 230,857 hours as larger, more powerful, faster planes came into scheduled service during 1949. Total gasoline consumption, reflecting this trend, rose from 17,030,205 to 19,555,576 gallons. The cost to Canadian carriers for their 18,366,775 gallons was \$5,985,522 compared with \$5,120,115 for 15,954,404 gallons purchased in 1948. The average price per gallon thus rose from 32.1 cents in 1948 to 32.6 cents during the period under review. Oil consumption was also heavier at 252,376 gallons against 225,239 gallons in 1948, up 12 p.c., with average cost at \$1.09 against \$1.05 per gallon in the preceding year.

Commercial flying accidents took 42 lives during 1949, two less than in 1948 and 30 were injured against 18 one year earlier. The total for 1949 of 42 fatalities includes 23 deaths which were adjudged as murder. Passengers injured numbered 18 compared with 6 in 1948 while 12 crew were injured, the same number as during the preceding year. Passengers killed totalled 30 against 36 in 1948 while 12 crew died compared with 8 in the same comparison.

Assets of Canadian carriers were valued at \$51,879,610 against \$51,557,600 at the end of 1948. Investments and Fixed Assets less Depreciation were lower while Current and Accrued Assets, Deferred Debits and Special Funds advanced over 1948. The property and equipment account showed \$32,749,042 compared with \$33,869,512 one year earlier, with the bulk of the decline in aircraft account. Additions during the year were placed at \$5,257,957 against \$10,484,425 in 1948 and \$21,455,000 in 1947. Retirements were considerably reduced from 1948 when \$5,999,377 was shown compared with \$1,748,269 in 1949. In the previous year T.C.A. had retired and sold their Lockheed Lodestars, as well as three DC-3 Douglas aircraft. Accrued depreciation for all carriers at the end of 1949 was placed at \$14,813,239, up \$3,688,449 over December 31, 1948.

The Income Account (Table 5) reveals another year of unprofitable operation for the industry as a whole despite new records established in most phases of scheduled traffic. Costs of operation rose in step with revenues. The balance transferred to Loss totalled \$2,081,544 compared with \$1,730,381 for 1948 operations, a loss of \$2,787,482 in 1947 and \$755,695 in 1946. Total revenues reported by Canadian carriers were \$39,581,021 for 1949, up 17.4 p.c. or \$5,868,692 from the previous year but expenses rose to \$40,580,598 from \$34,799,670, a jump of \$5,580,928. Gross income less operating expenses showed improvement from 1948 but miscellaneous income charges and interest were up sharply. Canadian Pacific Air Lines debited \$806,337 under miscellaneous income charges compared with \$124,386 for 1948.

In Table 4 revenues from passenger service are shown as \$24,505,122 and compare with \$18,832,707 in 1948 and \$15,571,027 in 1947. Excess baggage receipts were heavier while mail pay increased from \$6,274,501 to \$7,082,534. Freight earned \$1,862,530, a gain of \$242,380 over that received in 1948. Chartered services and other air services had reduced

revenue, while incidental revenue eased \$57,603 to \$1,244,141. Passenger fares supplied 61.9 p.c. of total revenues while mail brought 18 p.c. All expenses accounts advanced. Aircraft operation and maintenance took 59 p.c. of operating expenses or \$23,819,397 compared with \$20,874,533 one year earlier. Ground expenses totalled \$10,006,351, up nearly \$1 million while traffic expenses climbed from \$2,714,051 to \$5,812,061 or by 40.5 p.c. General administration required \$2,547,642 or almost \$540,000 more than in 1948. Taxes at \$195,169 compare with \$146,592 in the preceding year.

For scheduled Canadian carriers the percentage of seat occupancy was 64.4 p.c. compared with 65.1 p.c. in 1948 and 60.9 p.c. in 1947. Foreign international lines, while improving, did not fare as well as domestic operators, and occupancy on their Canadian flights, based on the ratio of revenue passenger miles to available seat miles, was 50.2 p.c. against 46.3 p.c. in 1948 and 43.7 p.c. in 1947.

Employment returns for 1949 showed a monthly average of 6,701 employees on the payroll of all companies operating in Canada including foreign international and non-commercial lines. This is an increase of 520 or 8.4 p.c. over 1948 and 829 more than in 1947. General officers numbered 400 for 1949 against 356 in 1948, clerks and stenographers were up from 855 to 950, air engineers from 279 to 345 and mechanics from 1,495 to 1,666. The number of pilots eased from 352 to 339 but co-pilots totalled 174 against 153 in 1948. The character of civil aviation operations in Canada has changed involving the addition of specialized personnel and larger administrative staffs. The pilot is no longer a combination of general officer, mechanic, air engineer, ticket taker, steward & bookkeeper, as well as traffic solicitor in his spare time. There are now nearly 12 other employees on scheduled lines for every pilot and co-pilot. In 1939 this ratio was less than 5 to 1. Total salaries and wages earned by the 6,701 aviation employees in 1949 reached \$19,540,001 compared with \$16,219,852 for 6,181 employees in 1948. The average earnings were thus \$2,916 in 1949, up 11.1 p.c. over the average of \$2,624 in the preceding year, and compare with \$2,535 in 1947. The salary and wage bill took 48.4 p.c. of total expenses for the year under review and 49.4 p.c. of revenues. In 1948, 46.6 p.c. of operating expenses were attributed to salaries and wages.

International Service

Statistics shown for foreign international carriers in Table 6, etc., cover their operations over Canadian territory only. No financial data were supplied other than salaries and wages paid to employees domiciled in Canada. Overseas routes of Trans-Canada are covered in a special table on page 5. The deficit for 1949 was \$2,998,149 compared with \$1,750,218 in the previous year. Charter service revenues were down sharply due to the reduction in large scale immigration by air but scheduled services receipts improved over 1948 from \$8,456,472 to \$9,121,605. Pay-roll chargeable to operating expenses, as well as the price of materials and supplies, increased considerably, in line with a similar experience for domestic lines. The tightening currency situation in the sterling area adversely affected traffic during the year. T.C.A.'s overseas routes totalled 8,303 miles at year end, reaching to the British Isles, Bermuda and the Caribbean.

Non-Commercial

1. Flying Clubs

As in 1948, there were 36 flying clubs reporting their operations for 1949. Hours flown increased from 35,529 to 35,808, of which 12,091 hours were dual instruction, 12,195 hours solo, 10,029 recreational and 1,493 non-revenue. The estimated mileage flown was 3,114,647 compared with 3,057,749 miles in 1948. Some 215,611 gallons of gasoline and 4,164 gallons of oil were consumed by the clubs at a cost of nearly \$86,200. Employees numbered 110 and received \$216,761 in salary and wage payments. Club membership increased from 4,459 in 1948 to 4,808 but fewer members were receiving instruction. Private pilots licensed through the clubs numbered 291, while 52 secured limited commercial permits and 18. public transport licences. Three qualified as air engineers and 28 as instructors. The clubs operated 122 planes during the year.

2. Non-Commercial Carriers

Besides the regular licensed carriers which numbered 106 at the end of 1949, there were companies and government departments operating their own air services. The Hudson Bay Air Transport Ltd., for example serviced the mining company and flew 117,545 miles on non-revenue flights and carried 2,402 company employees. Freight carried totalled 371,354 pounds and freight ton miles, 10,363. Operating expenses were nearly \$161,800 including \$26,828 in wages. A New York and Boston company flies lobsters and oysters in season to those markets from Prince Edward Island while in the northern Prairie provinces and Northwest Territories fresh fish is also flown to American customers. Forestry and fishery patrols, photographic survey work, pest control, instructional and exhibition flights, etc., were also responsible for considerable flying time that is not reported.

Arrivals by Air

Plane and passenger arrivals are recorded by Immigration officials at the principal airports of Canada and embrace both returning Canadians and foreign tourists, etc., crossing the international borders or from overseas. The summary table below divides such arrivals by the province in which the first landing was made. It is not possible to segregate into commercial, non-commercial, private or itinerant planes. This traffic has increased steadily in the years since the end of the war and is quite important to the tourist industry. Totals are not comparable with foreign international company data which include traffic in both directions. Tourists, etc., arriving by air have risen from 113,040 in 1947 to 135,746 during 1949, while returning Canadians increased from 65,029 to 90,719 in the same comparison.

Number of Returning Residents and Tourist Entries
by Plane, 1948 and 1949

Province of Entry	1 9 4 8			1 9 4 9		
	Planes	Returning Canadians	Tourists, etc.	Planes	Returning Canadians	Tourists, etc.
	No.			No.		
Newfoundland	-	-	-	754	645	1,050
Prince Edward Island	-	-	-	2	2	6
Nova Scotia	224	127	501	185	194	609
New Brunswick	862	2,586	6,604	874	3,122	7,077
Quebec	4,580	17,544	28,202	5,356	22,005	33,522
Ontario	8,183	33,874	33,777	8,367	43,917	42,601
Manitoba	1,056	2,738	4,929	1,105	3,588	6,447
Saskatchewan	175	66	354	159	75	248
Alberta	1,425	1,255	11,610	1,400	1,326	9,815
British Columbia	3,847	12,382	25,006	3,951	15,504	27,461
Yukon	/ 466	312	/ 4,601	/ 651	341	/ 6,910
Total	20,818	70,884	115,584	22,804	90,719	135,746

/ Mainly intransit to and from Alaska.

Trans-Canada Air Lines - Overseas Routes /

	1 9 4 9	1 9 4 8
<u>Operating Revenues</u>	\$	\$
Passenger	7,095,687	6,771,646
Mail	1,178,664	1,109,731
Goods	792,243	514,217
Excess Baggage	55,019	40,878
Total Scheduled Services	9,121,603	8,436,472
Charter	878,842	2,085,464
Total Transportation Revenues	1,000,445	10,521,936
Non-transportation Revenues	15,433	61,453
Incidental Revenues - net	206,509	277,721
Total Revenues.....	10,222,387	10,861,110
<u>Operating Expenses</u>		
Aircraft Operation and Maintenance	5,135,086	5,202,884
Ground Operation and Maintenance	3,645,571	3,245,907
Traffic	1,435,139	1,446,550
General Administration	667,786	596,960
Passenger Service and Miscellaneous Income	718,804	634,135
Depreciation	1,227,369	1,244,407
Total Operating Expenses.....	12,829,755	12,370,843
Operating Deficit	2,607,368	1,509,733
Interest on Capital Invested	290,781	240,485
Deficit	2,898,149	1,750,218
Aircraft Miles Flown - Revenue	4,158,523	4,671,120
" " " - Non-revenue	354,809	452,159
Total	4,513,332	5,123,279
Revenue Passengers Carried	36,512	32,821
Mail - Ton Miles Flown	404,903	369,534
Goods - Ton Miles Flown	1,635,996	984,159
Employees - Number	603	746
Salaries and Wages\$	2,150,696	2,465,807

/ Taken from Trans-Canada Air Lines Annual Reports and includes Bermuda & Caribbean Services.

Table 1

STATISTICAL SUMMARY OF CIVIL AVIATION, 1945 - 1949

	1949	1948	1947	1946 ⁽⁵⁾	1945	1944	1943
Aircraft Miles flown - Revenue	55,925,511	55,852,977	53,186,617	25,844,570	18,618,970	15,568,559	14,584,115
Non-revenue	1,821,675	2,481,124	2,845,952	2,424,219	1,468,462	620,803	709,434
Total	57,746,986	58,334,101	56,032,569	28,268,789	20,087,432	16,189,362	15,293,549
Passengers carried - Revenue	1,211,149	1,054,778	836,047	802,811	490,809	371,597	282,886
(Originated) Between foreign stations - Revenue	10,953	7,325	10,674	6,673	16,711	20,846	19,381
Company Employees	41,543	36,820	39,891	21,130	15,283	8,740	9,011
Other non-revenue	4,220	4,875	6,559	3,226	2,604	2,955	3,364
Total	1,267,865	1,103,798	893,171	833,840	525,407	403,938	314,642
Passenger Miles - Revenue	392,507,141	321,704,118	237,986,178	206,776,408	153,504,833	111,127,010	100,530,892
Company Employees	22,490,639	19,202,671	18,702,819	8,326,948	5,124,620	2,215,907	1,992,061
Other non-revenue	1,591,683	1,778,441	1,256,388	442,621	533,992	543,412	867,511
Total	416,589,463	342,685,230	257,945,385	215,545,977	159,163,445	113,886,329	103,590,464
Freight or Goods carried - Revenue	(lbs.) 32,852,373	33,633,045	31,633,437	23,656,502	12,615,119	10,522,932	11,546,777
Between foreign stns.-Rev. "	1,013,025	932,923	250,412	181,260	399,639	659,970	791,498
Non-revenue	3,232,369	2,696,744	2,557,529	1,335,998	1,447,642	1,247,743	1,515,288
Total	(lbs.) 37,097,767	37,262,712	34,441,378	25,173,760	14,462,400	12,430,645	13,853,563
Freight Ton Miles - Revenue	4,669,861	4,248,630	2,985,618	1,892,391	1,337,145	1,406,679	1,500,179
Non-revenue	1,645,052	1,209,630	684,622	410,560	313,072	261,507	218,141
Total	6,314,913	5,458,260	3,670,240	2,302,951	1,650,217	1,668,186	1,718,320
Mail carried	(lbs.) 13,506,220	10,110,252	6,965,895	5,930,338	6,418,944	7,296,265	7,586,809
Ton Miles	4,108,488	2,860,796	1,646,136	1,534,919	2,096,289	2,072,129	2,103,867
Hours flown by Aircraft - Transportation Revenue	217,163	230,857	218,713	164,649	125,570	105,815	101,169
Non-revenue ...	15,162	20,373	25,338	19,542	12,391	5,308	6,438
Forestry Patrol .....	(	(	(	(	6,578	5,351	4,352
Fishery " .....	(	(	(	(	106	146	115
Photography Survey .....	(	(	(	(	585	668	628
Instruction .....	(	(	(	(	6,750	4,291	3,192
Exhibition - Miscellaneous ...	(	(	(	(	590	843	768
Total	242,725	299,538	283,462	210,202	152,570	122,422	116,662
Hours flown by Crew	(2)	(2)	(2)	449,844	369,148	279,943	257,815
" " Passengers	(2)	(2)	(2)	1,302,358	1,048,344	712,573	562,337
Horse Power Hours Flown by Aircraft (000)	(2)	(2)	(2)	(2)	216,288	183,556	165,487
Gasoline consumption	(Gallons) (1) 16,987,122	17,030,203	13,922,451	11,278,759	7,855,067	6,169,355	5,661,301
Lubricating oil consumption	" (1) 227,382	225,239	184,454	149,829	121,963	100,240	117,050
Flying Accidents							
Passengers Killed	30	36	15	3	2	-	2
" Injured	18	6	9	9	9	5	3
Crew Killed	12	8	8	6	2	2	3
" Injured	12	12	7	3	4	1	1
Other Persons Killed	-	-	1	-	-	-	5
" Injured	-	-	-	-	-	-	-
Total Killed	(4) 42	44	24	9	4	2	8
" Injured	30	18	16	12	13	6	4

(1) Purchases by Foreign Carriers in Canada included from 1945.

(2) Not Available.

(5) Revised to exclude non-commercial not included subsequently.

(4) Twenty three deaths were adjudged as murder.

Table 2

CIVIL AVIATION
GENERAL BALANCE SHEET, 1949

	Canadian Pacific Air Lines (including Quebec Airways)	Central Northern	Maritime Central	Queen Charlotte	Trans-Canada Air Lines / (Consolidated)	Total Scheduled Air Lines	Other Canadian Carriers	Grand Total Canadian Carriers
ASSETS								
Current and Accrued Assets.....	3,078,840	170,478	87,969	89,216	9,467,583	12,894,086	1,373,154	14,267,239
Investments	56,298	-	50,431	-	12,576	119,306	153,384	272,689
Deferred Debits	185,383	37,687	19,191	11,372	81,557	336,190	391,219	726,409
Special Funds	-	-	1,692	-	3,669,708	3,661,400	3,339	3,664,739
Fixed Assets less Depreciation ...	7,490,491	199,733	84,634	170,926	21,118,166	29,063,849	3,884,685	32,948,534
Total	10,811,012	407,898	243,817	271,513	34,339,689	46,073,829	5,805,781	51,879,610
LIABILITIES								
Current and Accrued Liabilities ..	1,386,189	31,766	128,024	98,750	6,098,323	6,743,062	2,089,318	8,832,370
Long Term Debt	2,180,000	-	-	40,694	-	2,220,694	1,423,172	3,643,866
Deferred Credits	951,827	1,042	6,879	-	-	959,748	32,883	992,631
Reserves	-	-	-	-	4,241,266	4,241,266	71,066	4,312,322
Capital Stock	9,000,000	355,750	60,000	85,500	25,000,000	24,601,250	2,628,158	37,129,408
Surplus	Cr. 2,707,004	19,340	48,914	46,569	-	Cr. 2,592,181	Cr. 438,806	Cr. 3,030,987
Total	10,811,012	407,898	243,817	271,513	34,339,689	46,073,829	5,805,781	51,879,610

PROPERTY ACCOUNT, 1949
(Net Value close of Year)

PROPERTY AND EQUIPMENT								
Aircraft	4,835,476	118,943	19,740	52,999	11,977,107	17,004,265	2,077,266	19,081,530
Aircraft Engines	1,438,849	27,825	16,369	8,245	3,047,130	4,537,408	361,691	4,899,099
Aircraft Communication Equipment ..	-	1,482	5,449	5,370	691,646	703,947	40,920	744,867
Miscellaneous Flying Equipment ..	-	2,267	-	-	50,547	52,804	33,973	86,777
Total Flying Equipment	6,274,325	150,507	40,548	66,614	15,766,430	22,298,424	2,513,849	24,812,273
Miscellaneous Ground Equipment ..	476,909	17,295	17,488	13,764	2,413,275	2,938,731	390,698	3,329,423
Buildings and other Improvements ..	725,452	29,890	26,338	-	2,938,462	3,720,142	668,419	4,388,561
Land	13,806	2,041	160	-	-	16,007	202,772	218,779
Grand Total	7,490,492	199,733	84,534	80,378	21,118,167	28,973,304	3,775,738	32,749,042
Additions - Retirements - Depreciation-Additions during year...	2,982,098	71,129	23,232	41,316	882,244	4,000,019	1,257,938	5,257,957
Retirements during year	989,836	131,617	8,050	55,720	Cr. 335,626	849,597	898,672	1,748,269
Accrued Depreciation end of year ..	2,281,740	142,678	346,780	80,786	9,865,128	12,717,112	2,096,127	14,813,239

/ Includes Overseas Services

Table 3

CIVIL AVIATION, 1949

INCOME ACCOUNT

	Canadian Pacific Air Lines (including Quebec Airways)	Central Northern	Maritime Central	Queen Charlotte	Trans-Canada Air Lines (North America)	Total Scheduled Air Lines	Other Canadian Carriers	Grand Total Canadian Carriers
Total Revenues	6,513,068	409,740	494,600	624,747	26,523,969	34,566,124	5,014,897	39,581,021
Total Expenses	6,029,567	420,201	439,374	603,854	27,573,918	35,066,914	5,313,684	40,380,598
Net Operating Revenue	483,501	Dr. 10,461	55,226	20,893	Dr. 1,049,949	Dr. 500,790	Dr. 298,787	Dr. 799,577
Non-operating Income Total	13,924	6,497	-	-	54,718	75,139	26,799	101,938
Gross Income less Operating Expense	497,425	Dr. 3,964	55,226	20,893	Dr. 995,231	Dr. 425,651	Dr. 271,988	Dr. 697,639
<u>Deductions from Gross Income -</u>								
Miscellaneous Income Charges	806,337	-	-	-	Cr. 52,036	754,301	18,328	772,629
Interest on Long Term Debt	1,211	-	-	1,861	470,685	473,757	36,109	509,866
Miscellaneous Interest Charges	3,348	-	1,797	-	5,564	10,709	67,854	78,583
Amortization of Discount on Debt	-	-	-	-	-	-	4,268	4,268
Total Deductions	810,896	-	1,797	1,861	424,213	1,238,767	126,559	1,365,326
Net Income before Income Tax	Dr. 313,471	Dr. 3,964	53,429	19,032	Dr. 1,419,444	Dr. 1,664,418	Dr. 398,547	Dr. 2,062,965
Income Taxes	-	Cr. 3,200	18,200	-	-	15,000	3,579	18,579
Balance Transferred to Profit and Loss	Dr. 313,471	Dr. 764	35,229	19,032	Dr. 1,419,444	Dr. 1,679,418	Dr. 402,126	Dr. 2,081,544
<u>PROFIT AND LOSS</u>								
<u>Credits -</u>								
Balance at beginning of year	-	26,979	76,552	5,606	-	109,137	394,167	503,304
Balance from Income	-	-	35,229	19,032	-	54,261	148,461	202,722
Miscellaneous Credits	33,938	-	1,915	6	* 4,317,593	4,353,452	323,004	4,676,456
Total	33,938	26,979	113,696	24,644	4,317,593	4,516,850	865,632	5,382,482
<u>Debits -</u>								
Balance at beginning of year	2,429,971	-	-	-	-	2,429,971	686,365	3,116,336
Balance transferred from Income	313,471	764	-	-	4,317,593	4,631,828	557,546	5,189,774
Miscellaneous Debits	-	-	1,210	-	-	1,210	243,119	244,329
Dividends	-	6,875	63,572	-	-	70,447	8	70,455
Total	2,743,442	7,639	64,782	-	4,317,593	7,133,456	1,487,038	8,620,494
Credit Balance at close of year	-	19,340	48,914	24,644	-	92,898	369,431	462,329
Debit Balance at close of year	2,709,504	-	-	-	-	2,709,504	1,006,097	3,715,601

* Loss charged to Government of Canada and includes overseas services.

Table 4

CIVIL AVIATION, 1949

	Canadian Pacifie Air Lines (including Quebec Airways)	Central Northern	Maritime Central	Queen Charlotte	Trans-Canada Air Lines (North American Services)	Total Scheduled Air Lines	Other Canadian Carriers	Grand Total Canadian Carriers
REVENUES -								
Passenger	4,058,066	94,385	205,018	416,196	19,460,395	24,234,060	271,062	24,505,122
Excess Baggage	38,548	2,248	1,477	2,730	155,809	200,812	4,582	205,394
Mail	1,427,640	31,188	161,914	3,120	5,400,000	7,023,862	58,672	7,082,534
Goods	584,588	87,535	7,799	20,808	1,005,805	1,706,535	155,795	1,862,330
Chartered Services	118,782	176,869	69,165	57,095	102,131	524,042	2,883,078	3,407,120
Other Air Services	15,908	13,082	42,286	89,401	4,125	164,802	1,109,578	1,274,380
Total	6,243,532	405,307	487,659	589,350	26,128,265	33,854,113	4,482,767	38,336,880
Incidental Revenues, net	269,536	4,433	6,941	35,397	395,704	712,011	532,130	1,244,141
Grand Total	6,513,068	409,740	494,600	624,747	26,523,969	34,566,124	5,014,897	39,581,021

Table 5

EXPENSES								
Aircraft Operation and Maintenance	3,580,888	283,238	260,283	416,045	15,533,070	20,073,524	3,745,873	23,819,397
Ground Operation and Maintenance..	1,443,377	84,466	104,706	81,766	7,458,406	9,172,721	833,610	10,006,331
Traffic Expenses	410,194	5,227	13,806	52,364	3,201,641	3,683,232	128,829	3,812,061
General Administration	568,210	43,740	58,652	52,037	1,239,267	1,961,906	585,736	2,547,642
General Taxes	25,898	3,530	1,927	1,642	141,534	175,531	19,638	195,169
Grand Total	6,029,567	420,201	439,374	603,854	27,573,918	35,066,914	5,313,686	40,380,600

Table 6

CIVIL AVIATION, 1949

	Canadian Pacific Air Lines (including Quebec Airways)	Central Northern	Maritime Central	Queen Charlotte	Trans-Canada Air Lines	Total Scheduled Air Lines	Other Canadian Carriers	Grand Total Canadian Carriers	Foreign Inter- national	Grand Total
Aircraft Miles - Scheduled	4,300,404	178,466	429,842	618,975	15,995,543	21,523,230	-	21,523,230	N/A	21,523,230
Miles Flown - Revenue	4,769,421	563,812	548,751	890,153	16,364,733	23,136,870	11,424,902	34,561,772	1,363,539	35,925,311
Non-revenue	119,255	25,617	16,976	33,419	720,334	915,601	897,050	1,812,651	9,024	1,821,675
Total	4,888,676	589,429	565,727	923,572	17,085,067	24,052,471	12,321,952	36,374,423	1,372,563	37,746,986
Passengers Carried -										
Revenue Originated	117,457	9,680	22,619	33,983	612,065	795,804	155,599	951,403	1/222,040	1,173,443
Received from others (Revenue) ...	9,369	-	2,161	-	35,134	46,664	-	46,664	1,995	48,659
Company Employees	2,045	34	355	110	36,037	38,581	(	38,581	2,962	41,543
Other non-revenue	97	7	46	64	1,059	1,273	(2,219	3,492	728	4,220
Total	128,968	9,721	25,181	34,157	684,295	882,322	157,818	1,040,140	227,725	1,267,865
Goods Carried 6/ -										
Revenue Originated	6,004,538	3,243,293	338,730	321,192	5,442,205	15,349,958	15,231,790	30,581,748	2/3,228,270	33,810,018
Received from other carriers (rev.)	-	-	26,572	-	28,808	55,380	-	55,380	-	55,380
Non-revenue	419,513	15,300	-	140	2,211,032	2,645,985	230,747	2,876,732	355,637	3,232,369
Total lbs.	6,424,051	3,258,593	365,302	321,332	7,682,045	18,051,323	15,462,537	33,513,860	3,583,907	37,097,767
Mail Carried lbs.	2,010,955	184,162	507,034	4,177	9,063,636	11,769,964	371,834	12,141,798	31,364,422	13,506,220
Passenger Miles -										
Revenue	50,176,378	750,760	2,475,212	3,680,963	310,619,642	367,702,955	9,742,339	377,445,294	15,061,847	392,507,141
Company Employees	1,213,086	4,856	27,452	9,650	21,235,595	22,490,639	(	22,490,639	-	22,490,639
Other non-revenue	116,150	976	5,408	5,835	242,144	370,513	(265,738	636,251	755,432	1,391,683
Total	51,505,614	756,592	2,508,072	3,696,448	332,097,381	390,564,107	10,008,077	400,572,184	15,817,279	416,389,463
Revenue Passenger Miles to Available Seat Miles 4/ P.C.	45.3	-	35.1	44.7	67.4	64.4	-	-	50.2	-
Ton Miles - Goods - Revenue	1,039,014	142,539	51,774	18,467	2,160,644	3,412,438	777,224	4,189,662	480,199	4,669,861
Non-revenue	110,566	1,273	-	14	1,338,957	1,450,810	15,568	1,466,378	178,674	1,645,052
Total	1,149,580	143,812	51,774	18,481	3,499,601	4,863,248	792,792	5,656,040	658,873	6,314,913
Ton Miles - Mail	399,513	10,146	23,298	435	3,403,810	3,837,202	16,145	3,853,347	255,141	4,108,488
Gasoline Consumed Gallons	2,724,256	188,265	211,333	323,265	13,127,010	16,574,129	1,792,646	18,366,775	5/1,186,801	19,553,576
Cost \$	1,018,084	81,860	63,655	93,672	3,973,038	5,230,309	755,013	5,985,322	-	-
Oil Consumed Gallons	30,845	3,169	3,026	5,882	162,930	205,852	35,186	241,038	5/ 11,338	252,376
Cost \$	30,285	2,720	2,772	6,185	139,971	161,933	38,395	220,328	-	-
Hours Flown - Revenue	32,847	5,391	3,359	7,624	89,207	138,428	70,824	209,252	7,911	217,163
Non-revenue	858	257	128	343	4,318	5,904	8,810	14,714	56	14,770
Miscellaneous	18	114	606	514	29	1,281	47,107	48,388	-	48,388
Total	33,723	5,762	4,093	8,481	93,554	145,613	126,741	272,354	7,967	280,321

1/ Includes 10,953 passengers between foreign stations.

2/ Includes 1,013,025 lbs. of goods between foreign stations.

3/ Includes 421,627 lbs. between foreign stations.

4/ Computed for routes which were primarily scheduled passenger routes.

5/ Purchased in Canada.

6/ Includes excess baggage.

7/ North American service only.

CIVIL AVIATION, 1949

EMPLOYEES, SALARIES AND WAGES

Table 7.

Canadian Carriers	Employees	Salaries & Wages	Companies	Employees	Salaries & Wages
		\$			\$
General Officers	400	1,974,269	Canadian Pacific Air Lines	928	2,671,022
Clerks and Stenographers	950	1,926,298	Central Northern	50	146,328
Pilots	339	2,187,879	Maritime Central	67	170,980
Co-Pilots	174	801,267	Queen Charlotte	86	228,006
Despatchers	74	263,245	Trans-Canada Air Lines	4,716	14,244,985
Communication Operators	441	989,244	Total Scheduled	5,846	17,461,300
Stewards and other Attendants	195	469,288	Other Air Carriers	637	1,618,955
Air Engineers	345	1,071,219	Total Canadian Carriers	6,483	19,080,255
Mechanics	1,655	4,761,358	Foreign International Carriers (1)	78	237,248
Airport Employees	763	1,791,478	Non-Commercial	110	222,490
Stores Employees	208	473,155	Grand Total	6,701	19,540,001
Other Employees	848	2,180,339			
Unclassified	110	201,238			
Total	6,613	19,080,265			

(1) Employees domiciled in Canada only

ACCIDENTS, 1949 (1)

Table 8

	Canadian Pacific Air Lines (including Quebec Airways)	Central Northern	Maritime Central	Queen Charlotte	Trans Canada Air Lines	Total Scheduled Air Lines	Other Canadian Carriers	Grand Total Canadian Carriers
Accidents resulting in Property Damage only	-	-	1	3	-	4	21	26
Revenue Transportation -								
Number resulting in Death or Injury	1	2	-	1	-	4	5	9
Number of Persons - Killed - Crew - Pilots	2	-	-	-	-	2	3	5
Other Crew	2	-	-	-	-	2	-	2
Passengers	19	-	-	2	-	21	7	28
Total	23	-	-	2	-	25	10	35
Injured - Crew - Pilots	-	2	-	2	-	4	1	5
Other Crew	-	1	-	1	-	2	-	2
Passengers	-	11	-	2	-	13	2	15
Total	-	14	-	5	-	19	3	22
Non-revenue Transportation -								
Number resulting in Death or Injury	-	-	-	-	-	-	2	2
Number of Persons - Killed - Crew - Pilots	-	-	-	-	-	-	2	2
Passengers	-	-	-	-	-	-	2	2
Injured	-	-	-	-	-	-	2	2
Miscellaneous Flying -								
Number resulting in Death or Injury	-	-	-	-	-	-	7	7
Number of Persons - Killed - Crew - Pilots	-	-	-	-	-	-	5	5
Passengers	-	-	-	-	-	-	6	6
Injured	-	-	-	-	-	-	6	6
Total All Flying -								
Number resulting in Death or Injury	1	2	-	1	-	4	18	22
Number of Persons - Killed - Crew - Pilots	2	-	-	-	-	2	10	12
Other Crew	2	-	-	-	-	2	2	4
Passengers	19	-	-	2	-	19	30	49
Total	(8) 23	-	-	2	-	25	42	67
Injured - Crew - Pilots	-	2	-	2	-	4	9	13
Other Crew	-	1	-	1	-	2	3	5
Passengers	-	11	-	2	-	13	18	31
Total	-	14	-	5	-	19	30	49
Non-Flight Accidents -								
Number resulting in Death or Injury (2)	-	-	-	-	-	-	3	3
Number of Persons - Killed - Crew - Pilots	-	-	-	-	-	-	-	-
Other Crew	-	-	-	-	-	-	-	-
Other Persons	-	-	-	-	-	-	1	1
Total	-	-	-	-	-	-	4	4

(1) Foreign International and Non-Commercial not available.

(2) 1 Passenger and 1 Crew injured.

(3) Adjudged as murder.

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