

GROWTH OF CIVIL AVIATION

During the past ten years, the number of passengers and tons of goods and mail carried by air have increased by more than seven fold, the number of pilots has increased from 3,800 to 10,182, the number of aircraft from 1,800 to 3,330, and the number of airports from 270 to 519, according to the Department of Transport.

The trend toward expansion was apparent soon after the Second World War at which time the rapid growth in civil aviation was imminent. In order to provide the necessary control and services and to keep abreast of this ever-increasing workload, the Department carried out an extensive programme of decentralization in 1948. This affected the whole of Air Services, including Civil Aviation. A Superintendent of Airways and a Superintendent of Air Regulations, with necessary staff, were established in each of the six districts, with headquarters at Moncton, New Brunswick; Montreal, Quebec; Toronto, Ontario; Winnipeg, Manitoba; Edmonton, Alberta; and Vancouver, British Columbia. At that time each of the six districts was given authority to license personnel and airports and to endorse licenses over a wide range of conditions. Subsequently, authority to issue Certificates of Registration and Certificates of Airworthiness for aircraft was delegated to the Districts.

Along with a steadily increasing personnel establishment in the Civil Aviation Branch came the necessity for specialization. Units have been set up to specialize on the licensing of personnel and registration of aircraft; special units for air carrier inspection; another for accident investigation; one unit for airways and aids to navigation; another

supervises airports, including financial aspects of administration; et cetera.

The growing volume of traffic and the increasing intricacy of traffic control is evidenced by the fact that, in 1956, Traffic Control was made a Division of the Air Services Branch while, formerly, it was a Section under the Superintendent, Airways and Airports. In 1946, there were 110 Traffic Controllers and at the end of 1956, there were 416.

The expansion of airport construction necessitated the establishment of an independent Construction Division in 1954. This unit had been part of the Civil Aviation Division. In 1956, Construction became a Branch as did Civil Aviation.

Forty pilot-inspectors were employed by the Department in 1946, and, today, the establishment is 92, including executive and helicopter pilots.

In 1946, the Department operated 18 aircraft and now 32 aircraft are in operation, including four helicopters. The aggregate flying time for the fleet during the past year was over 9,000 hours. In 1956, the Flight Operations Division was organized and is responsible for the maintenance and operation of the fleet.

The expansion of airline traffic has necessitated the establishment of a special unit to carry out airline inspections and the instrument rating of airline pilots.

Because of the increasing size and complexity of airports, responsibility for maintenance and administration has been divided between two units, one technical and the other administrative.

HIGHER EARNINGS: Wages and salaries of men and women in manufacturing establishments cooperating in the Dominion Bureau of Statistics annual survey of earnings and hours of work showed increases in 1956 over the preceding year, with the overall gain for men at nearly 6 per cent and for women at nearly 5 per cent.

Average weekly earnings of wage-earners during the last week of October rose to \$63.97 from \$60.53, and of salaried employees to \$85.23 from \$80.57. Average earnings of male wage-earners climbed to \$70.67 from \$66.86, and of females to \$39.29 from \$37.52. Male salaried employees earned an average of \$99.05 in the week versus \$93.50, and females an average of \$49.31 versus \$47.02.

Average hours worked in the week by wage-earners declined to 41.8 from 42.0, the average for men falling to 42.5 from 42.7 and for women to 39.2 from 39.4. Salaried employees worked an average of 38.9 hours versus 39.1, the male average falling to 39.4 from 39.6, and the female average remaining unchanged at 37.9.

CANADA-BELGIUM AGREEMENT: During her visit to Ottawa Her Majesty Queen Elizabeth II gave her assent to an Order-in-Council authorizing the signature of an agreement between Canada and Belgium for the avoidance of double taxation and the prevention of fiscal evasion with respect to taxes on income. The Order-in-Council gives the Secretary of State for External Affairs authority to execute and issue an instrument of full power authorizing the Minister of Finance to sign the agreement.

The agreement is intended to provide generally that each country retains the right to tax income leaving that country while at the same time undertaking to grant relief from taxation on income in respect of which a tax has already been imposed in the other country. A pattern of this type has already been established in the double taxation agreements which Canada has made with the United States, the United Kingdom, and a number of other countries. It is expected that the agreement will be signed in Ottawa at an early date.