

in 1929, \$27,101,353 in 1930, \$25,769,781 in 1931 and \$27,242,715 in 1932. Receipts from postage paid in cash were as follows: \$6,068,722 in 1927, \$7,467,611 in 1928, \$8,410,255 in 1929, \$9,045,805 in 1930, \$8,887,322 in 1931 and \$9,078,136 in 1932.

Air Mail Services.—While certain curtailments have been made in the air-mail system in 1932 due to the need for economy, the total poundage of mail carried by air throughout Canada showed a reduction of only about 12.5 p.c. from the preceding year, while the mileage flown showed a decrease of approximately 30 p.c., indicating a substantial increase in the poundage per mile flown.

An interesting feature of the returns is the volume of mail carried by air into the several mining districts, and there would seem to be little doubt that aerial postal communication contributes materially to the development of Canada's natural resources.

85.—Mileage Flown and Weight of Mails Carried by Air, fiscal year ended Mar. 31, 1932.

Route.	Distance.	Single Trips Scheduled.	Trips Made.	Total Distance Flown.	Weight of Mail Carried.
	miles.	No.	No.	miles.	lb.
Amos-Chibougamau—discontinued Jan. 8, 1932.....	190	26	24	4,560	860
Amos-Siscoe.....	42	245	244	10,248	15,804
Leamington-Peel Island.....	22	188	126	2,772	14,859
Moncton-Charlottetown.....	100				
via Summerside on eastbound trip.....	80	180	160	14,055	57,395
Moncton—Magdalen Islands.....	200	16	16	2,800	5,900
Montreal-Albany.....	300	314	281	55,882	19,959
Montreal-Detroit ¹	557.5	226	226	124,555	24,524
Toronto-Detroit.....	229.5	379	325	71,303	13,128
Montreal-Moncton—discontinued May, 1931.....	467	80	77	34,631	1,167
Narrow Lake-Sioux Lookout—Tuesdays.....	232				
Fridays.....	332	208	208	25,378	39,961
Peace River-North Vermilion.....	167	32	39	6,275	17,183
Quebec-Seven Islands.....	345	40	40	13,800	20,115
Regina-Edmonton ²	493	254	244	116,904	8,281
Winnipeg-Calgary ²	815.5	253	249	194,634	21,055
Winnipeg-Edmonton.....	991.5	391	372	340,332	40,468
Seven Islands-Anticosti.....	120	6	6	720	1,804
Toronto-Buffalo—discontinued May 30, 1931.....	100	49	45	4,580	6,967
Winnipeg-Pembina.....	66.4	732	704	46,745	25,378
Montreal-Rimouski.....	330	97	89	28,752	54,801
Special Flights.....	varied.	varied.	varied.	10,458	2,343
Mackenzie River Service— Fort McMurray-Fort Smith.....		160	150		
Fort Smith-Fort Resolution.....		80	133		
Fort Resolution-Fort Simpson.....	1,676	40	63	119,659	54,549
Fort Simpson-Aklavik.....		12	21		
Totals.....				1,329,021	443,501

¹ Superseded Aug. 16, 1931, by Toronto-Detroit.

² Superseded Aug. 15, 1931, by Winnipeg-Edmonton.

Subsidies, etc.—The conveyance of mail by land, water and air entailed a total expenditure of \$14,953,113 during the fiscal year ended 1932. Land transportation (largely that by rural delivery) cost \$6,532,034, railway carriage cost \$7,161,434, conveyance by steamship cost \$256,990, while that by air cost \$1,002,605. These amounts were paid solely for services rendered as carriers. In addition, however, considerable mail is carried, on both the Atlantic and Pacific coasts, by steamships and steamship lines which are especially subsidized by the Government. Table 86, showing amounts so paid in 1930, 1931 and 1932, follows.