

in 1933 and \$25,541,129 in 1934. Receipts from postage paid in cash were as follows: \$7,467,611 in 1928, \$8,410,255 in 1929, \$9,045,805 in 1930, \$8,887,322 in 1931, \$9,078,136 in 1932, \$8,173,950 in 1933 and \$8,129,387 in 1934.

**Air-Mail Services.**—The total poundage of mail carried by air throughout Canada during the year ended Mar. 31, 1934 was 592,758 lb., an increase of 30 p.c. over the previous year, while the mileage flown showed an increase of approximately 10 p.c.

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.

**84.—Mileage Flown and Weight of Mails Carried by Air, fiscal year ended Mar. 31, 1934.**

Route.	Distance.	Single Trips Scheduled.	Trips Made.	Total Distance Flown.	Weight of Mail Carried.
	miles.	No.	No.	miles.	lb.
Amos-Siscoe.....	42	246	250	10,500	27,749
Big River-Ile à la Crosse.....	127	48	46	5,674	21,265
Buffalo-London-Detroit (discontinued June 10, 1933).....	245.5	4	4	982	2
Cameron Bay-Coppermine (inaugurated January, 1934).....	165	2	5	825	1,593
Charlottetown-Magdalen islands.....	106	28	28	2,968	12,338
Fort Resolution-Fort Rae.....		24	112		
Fort Rae-Camsell River-Cameron Bay (Camsell River added as a point of call Dec. 3, 1933).....	428			46,339	12,312
Havre St. Pierre-Port Menier (supersedes Seven Is.-Anticosti Dec. 24, 1933).....	45.5	14	16	728	6,420
Lac du Bonnet-Bissett.....	71	202	286	20,306	49,482
Leamington-Pelee island.....	22	196	168	3,696	14,906
Moncton-Charlottetown via Summer-side.....	80	408	398	34,480	115,380
Montreal-Albany.....	200	313	278	55,341	59,152
Montreal-Rimouski.....	309.5	66	54	16,714	33,253
Peace River-North Vermilion (mileage revised from 167 to 212, August, 1933)...	212	32	67	12,887	39,959
Prince Albert-Lac la Ronge.....	145	24	33	4,785	10,955
Quebec-Seven Is. (includes special trips).....	339	68	72	22,976	35,662
Seven Is.-Natashquan (includes special trips).....	205	30	54	9,299	25,820
Sioux Lookout-Narrow lake.....	166				
Sioux Lookout-Red lake.....	116	210	352	51,187	55,853
Siscoe-Pascalis (discontinued July 4, 1933).....	15	60	62	930	1,191
Vancouver-Victoria.....	61	464	444	27,084	472
Winnipeg-Pembina.....	66.4	631	622	42,563	12,433
Special flights.....	varied.	varied.	-	4,137	1,527
Mackenzie River Service—					
Fort McMurray-Fort Smith.....		160	205		
Fort Smith-Fort Resolution.....		80	178		
Fort Resolution-Fort Simpson.....	1,676	24	45	139,289	55,034
Fort Simpson-Aklavik.....		12	27		
<b>Totals.....</b>	-	<b>3,370</b>	<b>3,915</b>	<b>513,690</b>	<b>592,758</b>

**Subsidies, etc.**—The conveyance of mail by land, water and air entailed a total expenditure of \$13,140,593 during the fiscal year ended 1934. Land transportation (largely that by rural delivery) cost \$6,097,562, railway carriage cost \$6,557,541, conveyance by steamship cost \$270,600, while that by air cost \$214,890. 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 85, showing amounts so paid in 1932, 1933 and 1934, follows.