

## 88.—Mileage Flown and Weight of Mail Carried by Air, fiscal year ended Mar. 31, 1935.

Service.	Distance. miles.	Single Trips.		Total Distance Flown. miles.	Weight of Mail Conveyed. lb.
		Scheduled. No.	Performed. No.		
Amos-Siscoe.....	42	244	244	10,248	48,332
Atlin-Telegraph Creek (Inaugurated Nov. 18, 1934).....	146	18	18	2,628	2,847
Big River-Ile à la Crosse (Superseded by Prince Albert-Ile à la Crosse, May, 1934)	127	4	4	508	1,488
Cameron Bay-Coppermine.....	165	4	20	3,300	1,838
Charlottetown-Magdalen Islands.....	106	26	26	2,756	11,287
Collins-Pickle Crow (Inaugurated Feb. 22, 1935).....	90	22	24	2,335	1,662
Pickle Crow-Sioux Lookout.....	125				
Fort Chipewyan-Fond du Lac (Inaugurated Jan. 14, 1935).....	150	6	6	900	905
Mackenzie River Service—					
Fort McMurray-Fort Smith.....	1,676	160	201	131,885	59,425
Fort Smith-Fort Resolution.....		80	159		
Fort Resolution-Fort Simpson.....		24	48		
Fort Simpson-Aklavik.....		12	31		
Fort Resolution-Camsell River-Cameron Bay.....	428	24	99	39,584	15,182
Havre St. Pierre-Port Menier.....	45.5	14	14	637	6,652
Kenora-Red Lake (direct) (Inaugurated Dec. 11, 1934).....	96	96	99	9,945	24,638
via McKenzie Island.....	105				
Kenora-Whitefish Bay (Inaugurated Jan. 5, 1935).....	40	26	26	1,120	2,245
Lac du Bonnet-Bissett (Discontinued Dec. 11, 1934).....	71	132	192	13,618	42,538
Leamington-Pelee Island.....	22	188	148	3,256	17,316
Moncton-Charlottetown (direct).....	80	408	397	33,775	133,668
via Summerside.....	100				
Montreal-Albany.....	200	312	269	53,692	56,899
Montreal-Rimouski.....	309.5	59	50	15,157	30,947
Norway House-Cross Lake (Inaugurated Jan. 27, 1935).....	50	6	6	300	1,171
Peace River-North Vermilion (Superseded by land service May 1, 1934).....	212	2	-	-	-
Prince Albert-Ile à la Crosse (Superseding Big River-Ile à la Crosse May, 1934).....	179	44	43	7,697	10,742
Prince Albert-Lac la Ronge.....	145	24	32	4,640	7,102
Quebec-Sept Iles.....	339	64	64	21,676	40,247
Rouyn-Kewagama (Inaugurated Oct. 2, 1934), (summer).....	44	110	107	3,530	4,362
(winter).....	25				
Sept Iles-Natashquan.....	205	42	42	8,130	22,781
Sioux Lookout-Casummit Lake (direct), (Inaugurated Dec. 12, 1934).....	98	64	64	7,776	8,508
via Goldpines, Jackson Manion and Narrow Lake.....	145				
Sioux Lookout-Narrow Lake (Friday), (Extended to Jackson Manion June 1, 1934, discontinued Dec. 11, 1934).....	166	190	346	43,608	53,088
to Red Lake (Tuesday and Friday).....	116				
Sioux Lookout-Red Lake-McKenzie Island (Inaugurated Dec. 12, 1934).....	121	64	91	10,796	8,239
Siscoe-Bourlamaque (Inaugurated Jan. 11, 1935).....	10	46	46	460	11,314
Vancouver-Victoria.....	61	676	606	36,966	637
Winnipeg-Gods Lake (Inaugurated Jan. 14, 1935).....	555	24	47	26,085	18,301
Winnipeg-Lac du Bonnet (Inaugurated Dec. 11, 1934).....	198	96	159	25,944	37,146
Winnipeg-Pembina.....	66.4	608	552	36,639	9,607
Special flights.....	varied	19	19	3,379	653
<b>Totals.....</b>	-	<b>3,938</b>	<b>4,299<sup>1</sup></b>	<b>567,970</b>	<b>691,767</b>

<sup>1</sup> Includes extra trips performed at contractors' convenience.

**Subsidies, etc.**—The conveyance of mail by land, water and air entailed a total expenditure of \$13,000,557 during the fiscal year ended 1935. Land transportation (largely that by rural delivery) cost \$5,920,714, railway carriage cost \$6,581,284, conveyance by steamship cost \$275,387, while that by air cost \$223,172. These amounts were paid solely for services rendered as carriers. In addition