

An interesting feature of the returns is the continued 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.

6.—Mileage Flown and Weight of Mail Carried by Air, fiscal year ended Mar. 31, 1936.

Service.	Distance. miles.	Single Trips.		Mileage Travelled. miles.	Weight of Mail Carried. lb.
		Scheduled. No.	Performed. ¹ No.		
Amos-Siscoe ²	42	224	218	9,256	75,116
Amos-Siscoe-Val d'Or-Bourlamaque.....	52	230	226	11,752	99,949
Atlin-Telegraph Creek.....	146	18	18	2,628	3,013
Cameron Bay-Coppermine.....	165	4	14	2,310	2,238
Charlottetown-Magdalen Islands.....	106	28	34	3,604	12,289
Collins-Pickle Crow ³	90	98	111	11,040	11,265
Fort Chipewyan-Fond du Lac ⁴	150	6	8	1,200	804
Fort Chipewyan-Goldfields ⁵	108	14	73	7,990	7,932
MacKenzie River Service—					
Fort McMurray-Fort Smith.....	1,676	160	249	125,772	72,241
Fort Smith-Fort Resolution.....		80	153		
Fort Resolution-Fort Simpson.....		24	37		
Fort Simpson-Aklavik.....		12	17		
Fort Resolution-Fort Rae-Cameron Bay	428	24	85	34,833	15,524
Gods Lake-Cross Lake-Norway House..	177	28	34	6,582	6,337
Goldfields-Fond du Lac.....	42	4	5	210	561
Havre St. Pierre-Fort Menier.....	45-5	14	14	637	4,974
Kenora-Cole ⁶	115	114	114	5,970	2,925
Kenora-Red Lake.....	105	266	268	27,689	65,734
Kenora-Whitefish Bay.....	40	90	90	3,600	7,465
Leamington-Pelee Island.....	22	188	150	3,300	16,572
Moncton-Charlottetown via Summerside	100	626	621	62,100	227,991
Montreal-Albany.....	200	317	263	53,806	51,607
Montreal-Rimouski.....	309-5	63	60	18,723	39,390
Norway House-Cross Lake ⁷	50	9	13	1,168	2,643
Prince Albert-Ile a la Crosse ⁸	179	16	18	3,222	3,767
Prince Albert-Ile a la Crosse-Lac la	416 ¹²	66	66	13,728	16,705
Ronge.....					
Prince Albert-Lac la Ronge ⁹	145	8	15	2,175	2,300
Quebec-Sept Iles.....	339	64	64	21,520	38,077
Rouyn-Kewagama (summer).....	44	248	248	9,392	14,551
(winter).....	25				
Sept Iles-Natashquan.....	205	52	52	10,004	27,853
Sioux Lookout-Casummit Lake.....	212 ¹²	214	214	23,023	21,270
Sioux Lookout-Pickle Crow.....	125	127	123	15,825	16,238
Sioux Lookout-Red Lake.....	115	244	282	33,501	49,641
Siscoe-Bourlamaque ¹⁰	10	108	108	1,080	25,565
Siscoe (Val d'Or ²	10	110	110	1,100	18,090
Bourlamaque ²					
Vancouver-Seattle ¹¹	122	313	278	33,886	10,266
Vancouver-Victoria.....	61	730	655	39,955	705
Winnipeg-Gods Lake.....	791 ¹²	168	199	88,361	78,322
Winnipeg-Lac du Bonnet.....	198	320	521	102,344	107,998
Winnipeg-Pembina.....	66-4	732	708	47,013	16,860
Special flights.....	varied.	60	60	11,809	9,866
Totals.....	-	6,227	6,596¹	852,108	1,189,952

¹Extra trips performed at contractors' convenience. ²Superseded by Amos-Siscoe-Val d'Or-Bourlamaque, Nov. 1, 1935. ³Superseded by Sioux Lookout-Pickle Crow. ⁴Superseded by Goldfields-Fond du Lac. ⁵Inaugurated Sept. 3, 1935. ⁶Inaugurated Aug. 15, 1935. ⁷Superseded by Gods Lake-Cross Lake-Norway House, Aug. 10, 1935. ⁸Superseded by Prince Albert-Ile a la Crosse-Lac la Ronge. ⁹Superseded by Prince Albert-Ile a la Crosse-Lac la Ronge. ¹⁰Superseded by Siscoe-Val d'Or-Bourlamaque, August, 1935. ¹¹Inaugurated Oct. 1, 1935. ¹²Round trip.

PART IX.—THE PRESS.

While the Dominion Bureau of Statistics does not collect statistics regarding newspapers and periodicals in Canada, a short treatment taken from *McKim's Directory of Canadian Publications* is introduced here, since the press is a very important factor in carrying information to the people and in crystallizing and express-