

## PART VIII.—THE POST OFFICE\*

The Post Office Department, in addition to the several administrative branches at Ottawa, is divided into fifteen districts each in charge of a District Director or Superintendent of Postal Service. The territory it serves is more extensive in area than that of any other country save the U.S.S.R. or the United States, with a relatively small population compared with the vast area served. Its railway mail service is one of the largest in the world—the rural mail delivery service operates over 4,000 rural mail routes—and in its air-mail system it has answered the problem of supplying a widely scattered population with postal service in the shortest possible time.

A brief account of the development of postal services in Canada is given at pp. 789-790 of the 1934-35 Year Book.

**Mail Transportation.**—The conveyance of mail by land, water, and air entailed a total expenditure of \$23,339,866 during the fiscal year ended 1944; railway carriage cost \$7,960,760, land transportation \$7,755,900, conveyance by steamship \$2,250,882, and conveyance by air \$5,372,324. These amounts were paid solely for services rendered as carriers. Special subsidies are granted to assure the maintenance of certain steamship services. Since these subsidized services provide transportation for passengers and freight as well as for mail, the subsidies are included with other expenditures on water transportation given at pp. 693-694.

*Air Mail.*—With the emphasis on speed in war production, the Trans-Canada Air Mail System has proven an invaluable asset and air-mail volume continued to expand. Over the main Trans-Canada route in the last month of the fiscal year 1943-44, 326,907 lb. of air mail were carried. Swift connections are made to the United States and other air-mail networks of the world.

The air-mail service has been improved considerably of late years, especially since the beginning of the War. During the latest fiscal year, 1944-45, direct air-mail service to Saint John and Fredericton, N.B., was inaugurated, one flight per day each way, stopping at Blissville where Central Airways meet Trans-Canada Airways for the mails to Moncton.

In many other respects air-stage service to outlying points has been improved. For instance, the James Bay area, where a number of non-post office points along the shores of James Bay were formerly connected only by surface transport, has now an air-stage service, which operates on a semi-annual basis at present.

During 1945 a third transcontinental air-mail service was brought into being by extending the former T.C.A. service between Winnipeg and Vancouver which is now on a tri-daily basis. The Lethbridge-Calgary-Edmonton air-mail service has also been increased to three flights per day to connect with this transcontinental schedule.

The growing "air-mindedness" of Canadian citizens is reflected in the expanding use of Canada's air-mail services:—

	<i>Mail Carried by Air</i>	<i>Miles Flown</i>
	lb.	No.
1938-39 .....	1,822,399	3,711,987
1939-40 .....	2,351,172	5,769,257
1940-41 .....	2,842,367	8,330,121
1941-42 .....	3,541,625	10,021,579
1942-43 .....	5,373,021	10,799,670
1943-44 .....	7,220,554	12,799,218

\* Revised by B. J. Farrell, Acting Director, Public Relations Branch, Post Office Department.