

for any amount not exceeding \$100 and payable in almost any country of the world, were sold at more than 8,400 post offices and money orders payable in Canada only, for amounts not exceeding \$16, were sold at some 2,300 additional post offices. Post Office Savings Banks operate in all parts of the country and, on Mar. 31, 1960, had total deposits of \$29,372,460.

Organization.—The Canada Post Office includes an Operating Service and Headquarters at Ottawa. The Operating Service is organized into four regions, each under a Regional Director who is the field representative of the Deputy Postmaster General. There are seven Headquarters Branches—Administration, Operations, Transportation, Comptroller's Branch, Engineering and Development, Financial, and Personnel—each under a Director. Operating and secretarial features in the operating field affecting the post offices and local mail services in urban centres are taken care of by the local postmaster. District office functions relating to services in the district and all inspections and investigations are under District Directors of Postal Services in strategic centres across the country.

Postal service is provided in Canada from Newfoundland to the west coast of Vancouver Island and from Pelee Island, Ont. (the most southerly inhabited point of Canada) to settlements and missions far into the Arctic. Canada's airmail system provides several transcontinental flights daily and constitutes a great air artery from St. John's, Nfld., to Victoria, B.C., intersected by branch lines and connecting lines radiating to every quarter and linking up with the United States airmail system. Since July 1, 1948, all first-class domestic mail up to and including one ounce in weight has been carried by air between one Canadian point and another, whenever delivery can thus be expedited. On Apr. 1, 1954, this service was extended to first-class items up to and including eight ounces in weight. Air stage service provides the only means of communication for many areas in the hinterland. There were approximately 41,069 miles of airmail and air stage routes in Canada in 1960 as compared with 39,633 miles in 1959.

The principal means of mail transportation is the railway mail service that operates along 24,613 miles of track and, in 1960, covered more than 37,420,000 service-miles. A staff of 781 mail clerks prepared the mails for prompt delivery and dispatch while en route in the railway mail cars.

The rural mail delivery organization provided direct postal service over approximately 5,575 rural mail routes in 1960, extending over 139,000 route-miles and serving 506,231 rural mail boxes. Rural mail routes are generally circular in pattern and average about 25.2 miles in length. Considerable progress has been made toward the development of mail service by means of group boxes—a service intended for the more densely populated rural areas and for suburban residents not within the area of letter-carrier delivery service. About 2,500 side services were in operation in 1960 to transport mail between post offices, railway stations, steamer wharves and airports, and 2,007 stage services operated to convey mail to and from post offices not located on railway lines. Transportation of mail by motor vehicle on highways is being developed and over 340 such services are in operation, many of them replacing or reducing conveyance by rail. A local exchange of mails between offices on the route is effected by way-mail wallet. In 1960 there were approximately 820 city mail services transporting mail to and from post offices, postal stations and sub-post offices, collecting mail from street letter-boxes and delivering parcel post. The 10,100 land-mail service couriers employed travelled approximately 50,600,000 miles during the year. Land-mail services are performed under a contract system, the contracts being awarded to the person submitting the lowest tender and competent to provide all the requisite equipment.

Coastal mail service is conducted by 33 contractors who operate as far north along the West Coast as Alaska and on the East Coast to the northern part of Labrador.

Mechanization.—The larger post offices in Canada may be described as intricate industrial plants where mail is unloaded, cancelled, transported and shipped by semi-automatic means. Conveyor belts, automatic chutes and other devices increase output