

DEVELOPMENT OF

Air Transport Activities IN

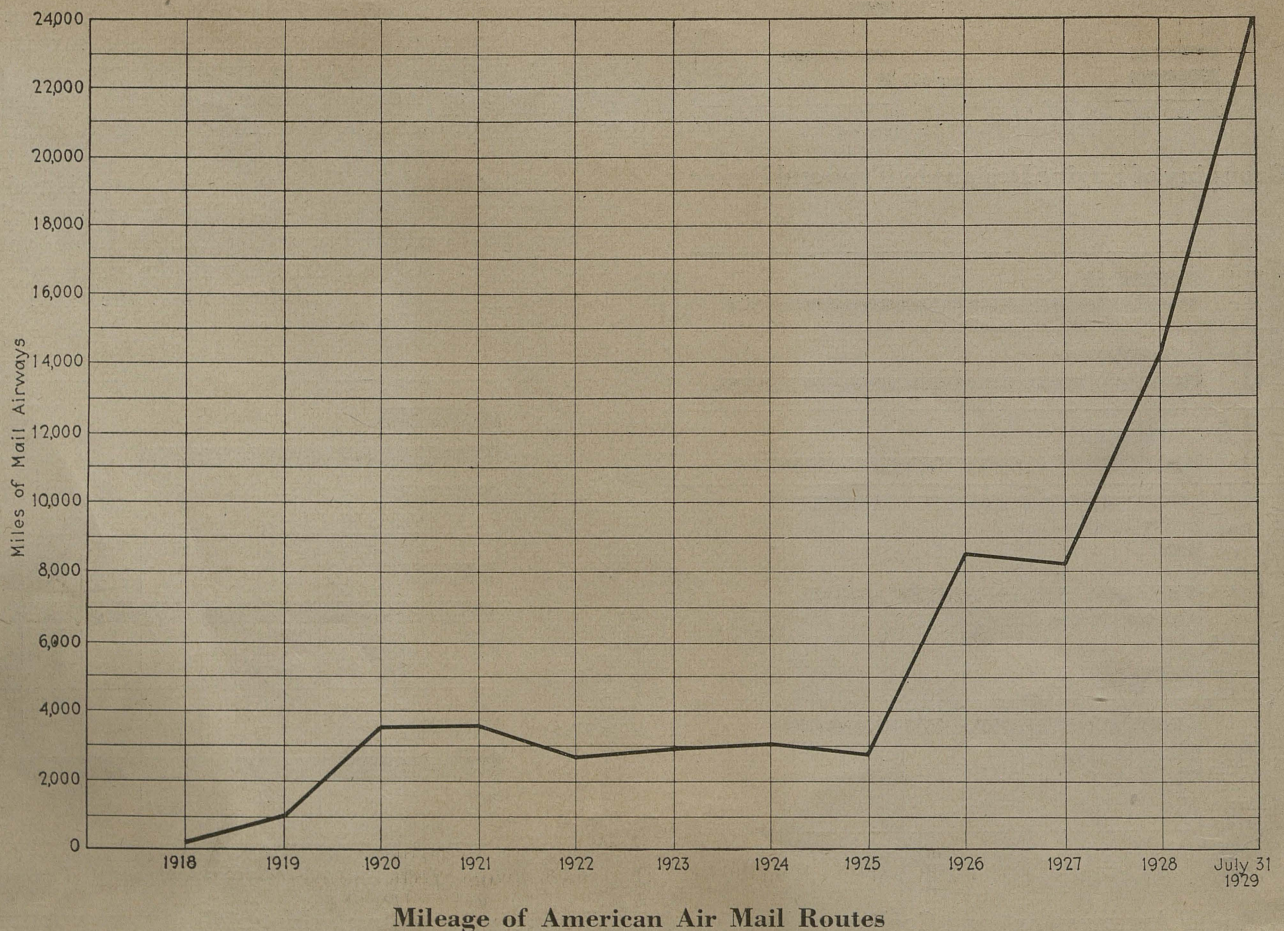
THE EFFECTS of the Air Commerce Act, of the Contract Air Mail Bill, and of the measure extending the contract privilege to foreign air mails are very apparent from the long-term graph on this page. The first real stimulus to the lay-out of routes and the corresponding up-turn of the curve came in 1926 with the passage of the Contract Air Mail Bill. In 1928 and in the present year a substantial part of the increase has been due to the letting of contracts for foreign mails. Roughly speaking, the scope of the air mail service doubled in 1926, doubled again in 1928, and will double yet again in the present year.

At the same time the increase of non-mail carrying operations is marked. At the end of May, 1928, more than 80 per cent of the daily scheduled mileage was

made under mail contracts. A year later the proportion had dropped to almost exactly two-thirds, and at the end of July the aggregate daily mileage completely independent of Post-Office support was almost equal to the total for all operations fourteen months previously.

Over the period carried by the chart the ratio between route mileage and daily scheduled mileage has remained almost constant at an average of a trifle less than 1.2 round trips per day over all the routes. Few of them are as yet being operated intensively.

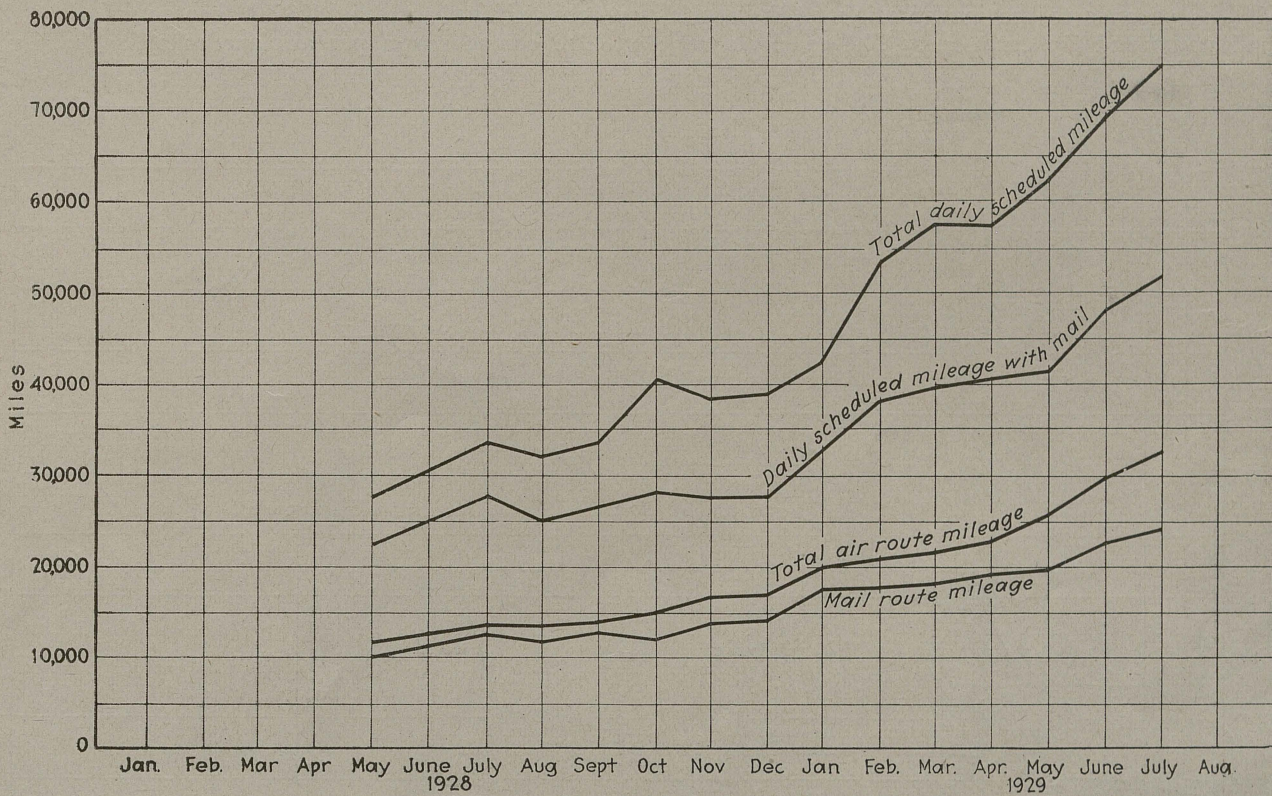
Although there was a temporary check to the increase of total route mileage in 1927, the increase in private operation was pronounced. It was during 1927 that the transcontinental air mail was turned over by the Post Office department to private contractors.



THE United States

Miles of U. S. Mail Airways

Dec. 31, 1918.....	218
Dec. 31, 1919.....	930
Dec. 31, 1920.....	3,509
Dec. 31, 1921.....	3,509
Dec. 31, 1922.....	2,738
Dec. 31, 1923.....	2,842
Dec. 31, 1924.....	3,010
Dec. 31, 1925.....	2,813
Dec. 31, 1926.....	8,410
Dec. 31, 1927.....	8,223
Dec. 31, 1928.....	14,155
July 31, 1929.....	24,088



Recent Increases in Route Mileage and Distance Flown in American Air Transport

Airway and Operation Mileage for Last 14 Months

	Miles of Mail Airways	Total Miles of Airways	Airplane Miles Scheduled Daily with Mails	Total Airplane Miles Scheduled Daily
May 30, 1928.....	10,058	11,067	22,448	27,493
July 31, 1928.....	12,171	13,108	27,660	33,317
Aug. 31, 1928.....	11,921	13,133	25,288	32,042
Sept. 30, 1928.....	12,397	13,609	26,240	33,792
Oct. 31, 1928.....	12,397	14,941	28,204	40,602
Nov. 30, 1928.....	13,974	16,486	27,606	38,902
Dec. 31, 1928.....	14,155	16,667	27,848	39,060
Jan. 31, 1929.....	17,470	19,888	32,816	42,698
Feb. 28, 1929.....	17,470	20,788	38,045	53,345
Mar. 31, 1929.....	18,074	21,392	39,216	57,516
Apr. 30, 1929.....	19,022	22,778	40,472	57,453
May 31, 1929.....	19,721	25,336	41,929	62,265
June 30, 1929.....	22,165	29,227	48,068	69,029
July 31, 1929.....	24,088	32,196	52,070	74,970

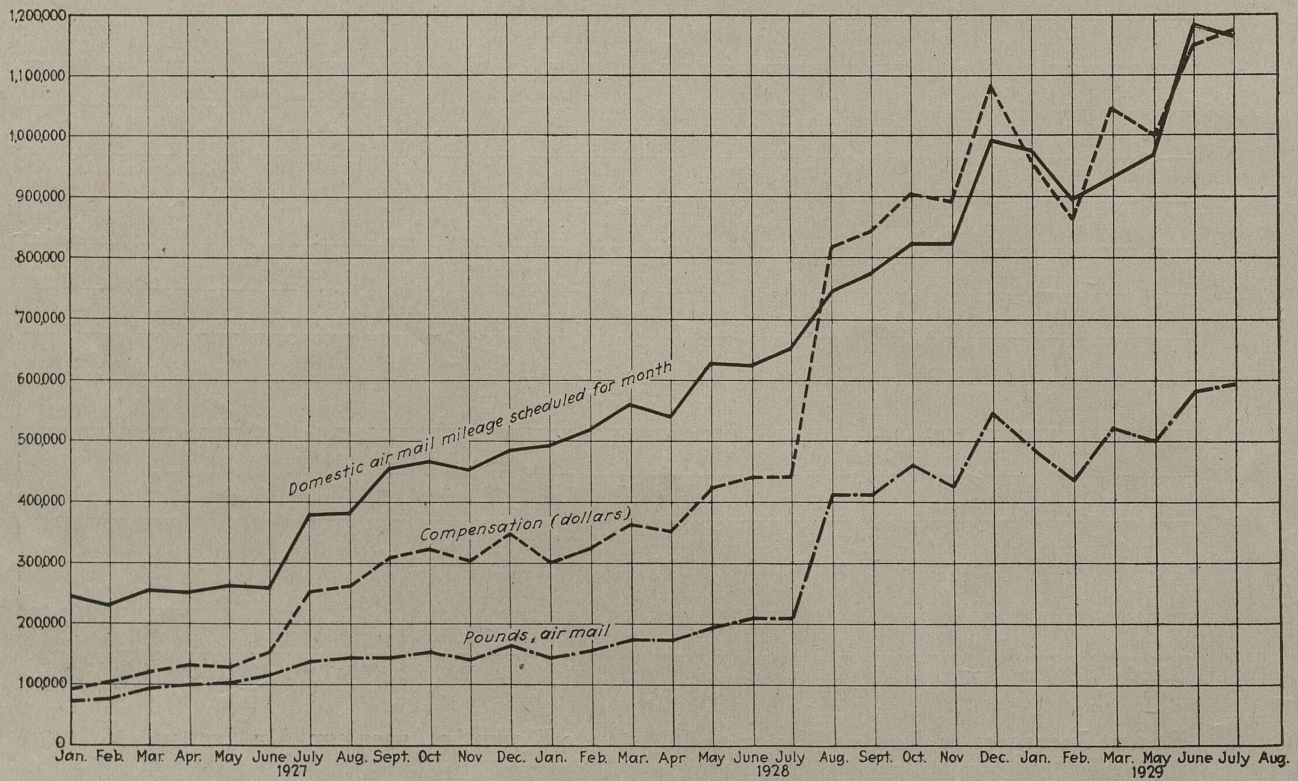
UNITED STATES *Air Mail Operations*

THE CURVES of air transport development, and especially those for the air mail service, have to be read in terms of legislative history. Thus, for several years in the early part of the present decade the air mail planes were loaded with regular first-class mail at no extra charge, and the public had no direct control over the weight carried. The sharp drop of poundage in 1925 corresponds to the inauguration of the special air mail stamp and the extra fee. The equally abrupt

rise in August, 1928, came at the time of the lowering of the charge from ten cents per half ounce to five cents per ounce.

Ever since the summer of 1927 the curves of weight of mail carried and of compensation paid by the contractors have been almost interchangeable, merely being plotted on different scales. Compensation has very nearly uniformly averaged \$2.00 per pound.

The compensation per airplane mile has been more



Development of Airmail Service

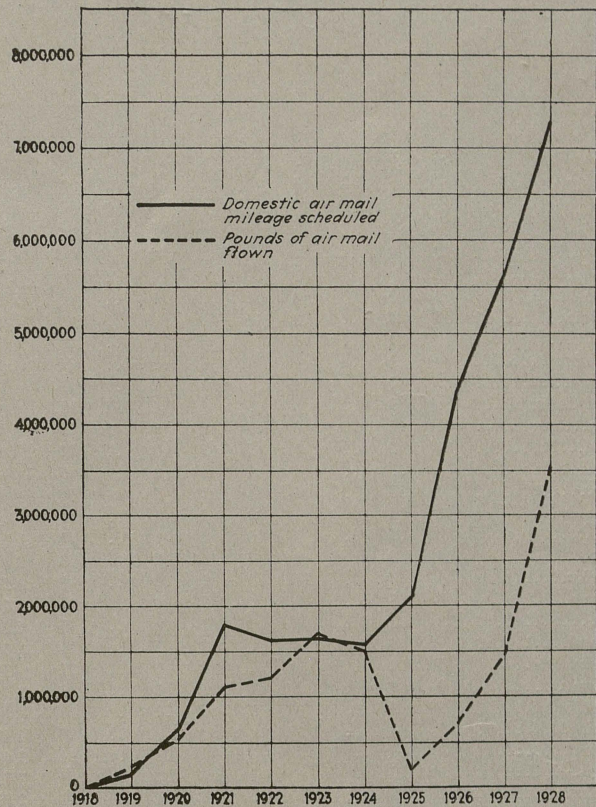
Year	Air Mail Mileage Scheduled	Air Mail Mileage Flown	Per Cent of Schedule Flown	Pounds of Air Mail
1918	18,000	16,009	88.94	17,831
1919	166,843	160,066	95.92	230,251
1920	653,764	549,244	84.00	526,573
1921	1,819,978	1,554,985	85.45	1,120,852
1922	1,629,250	1,537,927	94.41	1,224,723
1923	1,644,457	1,590,637	96.71	1,696,896
1924	1,590,425	1,522,763	95.12	1,500,034
1925	2,160,022	2,076,764	96.15	1,232,513
1926	4,240,407	703,310
1927	5,656,642	5,258,320	92.96	1,452,426
1928	7,289,900	7,026,600	96.52	3,542,074

¹ Only specially paid air mail was carried during 1925 and thereafter. Up to that time ordinary first-class mail had been carried by air.

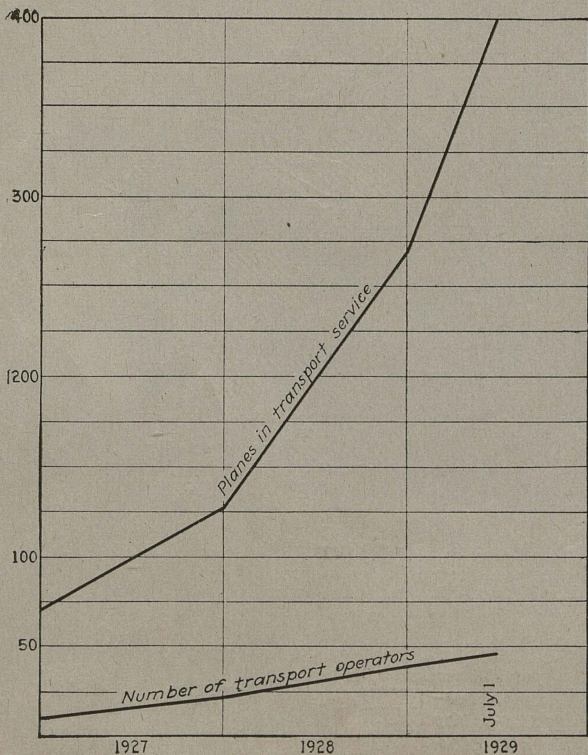
AND Traffic

fluctuating. Starting with an average of less than fifty cents per mile at the beginning of 1927, it increased to over \$1.00 per mile when the rates were lowered a year ago. Since then it has remained close to that figure. Although air mail payments and subsidies are obviously two quite different things, it is interesting to note that the subsidies paid by several European governments average just about \$1.00 per airplane mile, with no return in the form of excess postage.

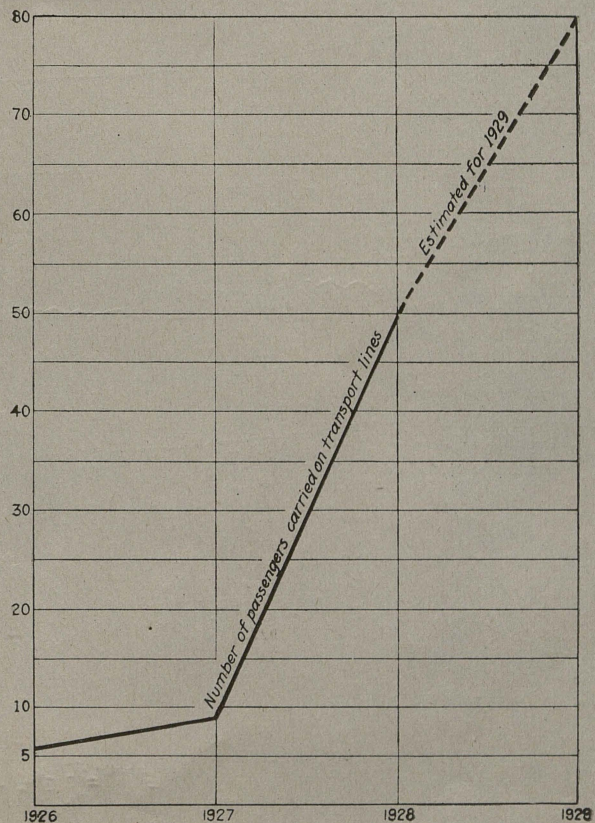
Although there are no traffic figures in ton-miles and passenger-miles available for American operations, a general analysis of the transport business can be made in terms of passengers carried and pounds of mail. The express business has so far not been large enough to cut an important figure in the distribution. The number of passengers in 1926 was 6,000, an aggregate weight of about 1,100,000 pounds as against 703,000 pounds of air mail. As the length of voyage for an average passenger probably was not more than one-eighth of that for the average letter, the actual traffic in that year was probably about sixteen per cent passenger, 84 per cent mail. On the same basis of calculation the proportion of passenger business fell back to about twelve per cent in 1927, increased to approximately one-fourth of the total air transport business in 1928, and seems likely to be at least as large a part of the total for the present year.



10 Years of Air Mail Progress



Total of Transport Operators and Equipment



U. S. Passenger Traffic
(Scale in thousands of passengers)